

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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CONTENTS.

THE CHRONICLE.

Causes for the Increased Failures.....	39	Imports and Exports for November, and for the Eleven and Twelve Months ended Nov. 30, 1881 and 1882.....	46
The Financial Situation.....	40	Monetary and Commercial English News.....	46
The Death of Gambetta and the Peace Prospects.....	42	Commercial and Miscellaneous News.....	47
Railroad Earnings in December, and from January 1 to December 31.....	43		

THE BANKERS' GAZETTE.

Money Market, Foreign Exchange, U.S. Securities, State and Railroad Bonds and Stocks.....	49	Quotations of Stocks and Bonds New York Local Securities.....	51
Range in Prices at the N. Y. Stock Exchange.....	50	Railroad Earnings and Bank Investments, and State, City and Corporation Finances..	54

THE COMMERCIAL TIMES.

Commercial Epitome.....	56	Breadstuffs.....	62
Cotton.....	57	Dry Goods.....	63

The Chronicle.

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CAUSES FOR THE INCREASED FAILURES.

Pretty good evidence of the sound condition of merchants, as a class, is found in the published statistics of failures for 1882. We say this unreservedly, notwithstanding the elaborate tables of Messrs. R. G. Dun & Co. show an increase both in the number of casualties and in the amount of liabilities over 1880 and also over 1881, and notwithstanding these facts, independently of all other considerations, warrant the unfavorable interpretation which has been so widely given to them. It should be remembered, however, that failures alone are no proof of general or even of growing insolvency.

The truth is, there always will be in every mercantile community a great many who do not succeed. Not every man is intended for a merchant. Many who make the venture could be saved by constantly rising prices alone. In legitimate business, however, the years are few that yield large profits. Competition is active, the margin is generally extremely small, and prudence, close attention and cautious management win the prize. The circumstances, therefore, of one year may make the record of

disasters larger than another, not because of a growing insolvency among merchants as a class, but because the surroundings are a more severe test of capacity.

Furthermore, the addition to the number of failures may be only relative. Thus the past year was one of a series during which the activities of the country were multiplying many fold, and the number of those entering upon the mercantile profession increased largely. Since 1878 the number in business upon which Messrs. Dun & Co.'s Mercantile Agency base their reports has enlarged about 22 per cent. That is to say, their report at the close of 1878 covered 674,741 persons and firms in business, against 822,256 at the present time. Bearing that fact in mind, it will be understood why, during 1879, the first year of specie payments, the number of failures was about 95 hundredths of one per cent of those in business, while during the last year, notwithstanding the number of casualties was larger, the percentage compared with the total in business was only 82 hundredths of one per cent. To indicate this feature clearly we have prepared the following, which shows the total number in business, the total number of failures, and the percentage of failures to the number in business, each year since 1877, in each section.

Years.	Eastern.	Middle.	South'n	West'n.	Pacific, &c.	Total.
1882.						
Number in business.....	88,689	248,742	126,231	308,485	50,059	822,256
Number of failures.....	772	1,667	1,618	1,950	731	6,738
Percentage of failures to number in business	0.870	0.672	1.281	0.632	1.460	0.819
1881.						
Number in business.....	87,325	241,373	118,606	291,319	43,036	781,659
Number of failures.....	772	1,372	1,439	1,504	405	5,562
Percentage of failures to number in business	0.884	0.568	1.213	0.516	1.150	0.714
1880.						
Number in business.....	85,774	237,069	109,821	275,672	38,494	746,823
Number of failures.....	723	1,472	835	1,171	594	4,735
Percentage of failures to number in business	0.843	0.621	0.760	0.425	1.397	0.634
1879.						
Number in business.....	82,337	230,537	100,574	256,593	32,126	702,157
Number of failures.....	970	2,290	1,076	1,608	714	6,658
Percentage of failures to number in business	1.178	0.993	1.070	0.627	2.222	0.948
1878.						
Number in business.....	79,765	229,385	96,297	240,933	28,361	674,741
Number of failures.....	1,734	3,199	1,415	3,436	691	10,475
Percentage of failures to number in business	2.174	1.395	1.470	1.426	2.447	1.553
1877.						
Number in business.....	77,724	224,707	91,783	231,557	26,235	652,006
Number of failures.....	1,353	3,049	1,078	2,756	636	8,872
Percentage of failures to number in business	1.741	1.357	1.174	1.190	2.424	1.361

The above statement not only presents the facts already referred to, but indicates further that the failures of 1881 in the Middle States were the least in number of any year in this record, so that the increase this year is very small in itself as well as small compared with 1880, and much less than in 1879; while in the Eastern States there has

been no difference in the number of failures during the two years, and consequently in that section the percentage has actually fallen off. But the chief growth in numbers and in percentage will be found, by the above table, to have been in the Western States, though the Southern and Pacific States show an addition to the very large percentage of the previous year. We should say, in passing, that the Pacific condition is special, having very little reference to the business situation in other sections, and that the record for the Southern and Western States is due to well-known causes which we shall refer to later on. In a word, then, this analysis bears out our remark above, that although there has been an increase in the number of business disasters, the percentage of failures compared with the number in business not only indicates no unsoundness, but is really less than might have been anticipated, especially when we remember the great activity in enterprise during late years.

Still we go even further and claim that the situation, as disclosed by these figures, evinces great strength among mercantile classes, this small percentage being a result attained after a very severe ordeal; for the year's business has been of an extremely trying nature. Had credit been dangerously expanded, as those claim who predict evil, the same conditions would have long since produced a revulsion ending in a panic and universal discredit, for the year began with very high values, and has been continued with prices first weak and then declining from month to month, except for a few articles, such as corn and provisions, which have been in unusually small supply. Nor is the full force of this decline indicated by any ordinary table of prices, as the downward movement has extended to nearly all manufactured articles, and been accompanied during the past few months with slow sales and accumulating stocks, a widespread crop disaster having preceded the decline, forcing the country to secure even many articles of food from Europe, and very materially lessening the purchasing power of the producing classes. The truth is, the great activity which began in Wall Street with the resumption of specie payments, and from thence extended to all departments of business, giving to railroad building its remarkable impulse, greatly stimulated manufacture everywhere; and when the crop failure and the check in railroad enterprise began to be felt, the reaction that set in fell upon industries with producing capacity largely increased and still increasing. And yet our merchants and manufacturers have with few exceptions successfully met these conditions. To-day their position is promising. The raw materials are all low, prices of goods are felt to be safe, and before 1883 closes, the effect of abundant harvests will be seen in a more active demand.

Why the West and South take the lead in this list of failures it is not difficult to understand. The actual loss in those sections through the bad harvests of 1881 was far more general and severe in its effects than early estimates, the results only making themselves clearly manifest as the summer of 1882 progressed. To show more fully the difference between the sections, we give the following comparison for the two years.

STATES.	1882.				1881.			
	No. in Business.	No. of Failures.	Per-cent- age of Fail- ures.	Average Liabil- ities.	No. in Business.	No. of Failures.	Per-cent- age of Fail- ures.	Average Liabil- ities.
Eastern.	88,689	772	1 in 114	\$17,475	87,325	772	1 in 113	\$14,341
Middle.	248,742	1,667	1 in 149	24,826	241,373	1,372	1 in 176	23,998
Southern.	126,281	1,618	1 in 78	12,997	118,606	1,439	1 in 82	11,445
Western.	308,485	1,950	1 in 151	9,753	291,349	1,504	1 in 194	10,369
Pacific & Territ.	50,059	731	1 in 68	9,101	43,036	495	1 in 87	10,295
Total U.S.	829,956	6,738	1 in 122	\$15,070	781,649	5,582	1 in 140	\$14,360

THE FINANCIAL SITUATION.

There is very little change to note in commercial or financial circles this week. Speculators as well as merchants appear disposed to await, not only the action of Congress upon the tariff and other fiscal measures, but also the operation of those natural forces of which deficient and abundant crops are just now the leading influences. This condition of affairs may be changed at almost any time, by events of sufficient importance to influence the markets, but present indications make it probable that the prevailing dullness will continue for a time at least.

The fact which has perhaps puzzled the street this week more than any other, is the continued firmness in foreign exchange. There are the best of reasons why the rates should decline, but contrary to general expectation the market remains steady and at the moment very strong. We showed in our last, that the November trade figures recorded a balance in our favor of about 26 million dollars; that the December balance was likely to be at least equal to and probably somewhat in excess of that total; and now January points to a similar result, while the large surplus of our crops still on hand and the decline in the prices of general merchandise, indicate that exports must keep up well; at the same time, imports—judging from the slackened demand for consumption—can hardly fail to fall off considerably. Still, notwithstanding these are facts with regard to our foreign trade, past, present, and prospective, we find not only a scarcity of commercial bills, but such a demand for them that they are readily sold when offered.

It does not seem easy to account for this inquiry. The importers are taking very few bills for remittance; the demand appears rather to come from bankers, and it is so active that they are giving full rates for commercial sterling, francs and marks. Nor can we ascertain that these bills are wanted for the purpose of paying for stocks and bonds brought from Europe; it appears rather that while there has been and still may be, some property of this character sent home, the current movement is about balanced by outgoing securities. The only plausible explanation seems to be that there is still an adverse trade balance standing against us unliquidated. But even that view is a little difficult to accept. For the five months of this fiscal year closing with November the net trade balance in our favor—counting silver as merchandise and allowing for the gold imports—was about 22 million dollars. This the December total should bring up to nearly if not quite 50 million dollars. Besides, during the same six months, some bonds have been placed abroad, and the indications were, until recently, that the general movement of securities was towards London. Best judges have usually estimated that 100 millions a year would liquidate our annual indebtedness for interest, freights, &c., and anything above that amount standing in our favor would have to be remitted for in gold. As these figures show over 50 millions paid by us in goods and securities during the six months ending with January 1, there seems to be good reason for the opinion all along expressed by us that a turn in the exchanges might be expected during this month. At all events it is hard to see how such a change can be much longer delayed, if our trade continues to bear the character it has recently assumed.

The continued dull and dragging condition of the stock market has encouraged the disposition among some to accept the exaggerated statements of the difficulties in the commercial situation, which speculators are continually giving currency to, for the purpose of depressing values.

We have heretofore shown that the facts did not warrant these evil forebodings, and this week in a previous column we analyze the failures for 1882, proving that there is nothing in them to support such views, although they have been used for that purpose. The truth is, there has been no little disappointment felt among many because the harvest was not immediately followed with buoyancy and activity. But no better reason can be urged for expecting that, than existed for supposing depression would immediately follow the previous crop failure. Under natural laws cause and effect seldom follow one another quickly. We were rushing along under very high pressure in 1881, and we entered well upon 1882 before the momentum was arrested; now, to look for a renewal of activity before the last crops have been turned into cash and another year of plenty is at least pretty well assured, would seem to be without warrant. Our people lost immensely in 1881, and at a time too when we were spending with a very liberal hand. The past summer has not only saved us from disaster, but has given the basis for a new start as soon as we can be assured that the product of 1883 is to be favorable.

Just now the commercial outlook to us appears very favorable both for the farming and manufacturing interests. In the first place, there is every promise that our crops, not only this season but next fall, will find favorable markets. The Mark Lane Express of the 25th of December states that in Great Britain and on the Continent the acreage in grain will be, by reason of the floods and rain, one-third less than this year. This would seem not only to insure a fair return for all our present surplus, but a good demand for our next crops. Then, on the other hand, our manufacturers start the year with the prices of all raw materials low and with the prospect of being able to furnish their goods at more tempting prices than during former seasons. That condition always encourages trade. If then the people could be assured that Congress would show only a little wisdom, they would quickly feel a new hope, and the commercial prospect would appear extremely promising.

Of Wall Street the same story we have repeated for many weeks is true yet, and that is that the stock market has been dull about all the time. The transactions have fallen from about 300,000 shares per day to less than half that amount, and on Thursday and Friday the fluctuations of leading stocks were within a very narrow range. Each day the market has been advanced just before the close, as if to encourage holders and to induce purchases, but unless the leaders succeed in imparting more activity it is possible that present holders will become impatient and sell out, thus adding to the load which the chief operators are carrying. The great difficulty is, that non-professional speculators have at present very little money to risk in these ventures. Their legitimate business has not been sufficiently productive during the past year, and the money they put a year ago in stocks and staples has been swept away, making them feel unable, or at least indisposed, to undertake such ventures for the present. Then, again, the fact that the market is largely cliqued, while some of the best of the properties offered are under a cloud, deters investors. Stocks that have hitherto been regarded as reliable for investment have now become speculative to a very large extent, and future dividends at current rates are not fully assured. Hence even large railroad earnings have but little influence. There appears at the moment to be very little doing in securities between this market and London, and the following will show relative prices at the opening each day.

	Jan. 8.		Jan. 9.		Jan. 10.		Jan. 11.		Jan. 12.	
	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*	Lond'n prices.*	N.Y. prices.*
U.S. 4s.c.	119.43	119.4	119.56	119.6	119.65	119.6	119.67	119.6	119.67	119.6
U.S. 3½s.	102.44	102	102.54	102	102.54	102	102.40	102	102.40	102
Erie.....	39.56	39½	40.21	40½	39.97	39½	40.01	40½	39.80	39½
2d con.	97.58	97	97.68	97	97.68	97	97.30	97	97.30	97
Ill. Cent.	148.46	148½	144.58	144½	145.07	144½	145.29	144	145.29	144½
N. Y. C.	136.71	136½	127.93	127	136.84	136½	136.97	136½	136.97	136½
Reading	27.67	55	27.64	56	27.62	55½	27.67	54½	27.73	55½
Ont. W'n	26.21	26	26.48	26½	26.24	26½	26.27	26	26.27	26
St. Paul.	102.83	102½	107.16	106½	107.16	106½	106.54	106½	106.54	106½
Exch'g'e, cables.	4.85½		4.86		4.86		4.86½		4.86½	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

Money on call has been in good supply during the week. The most important feature is that the rates of exchange on New York at interior points are now gradually turning in favor of this centre. This is the case at Chicago, where the rate is 50@75c. per \$1,000 premium; at St. Louis it is par; at Savannah it is $\frac{1}{2}$ of 1 per cent premium, and at New Orleans the rate of discount is also decreasing. If the current should set this way very strongly and if the movement should be as decided this season as it has been for the past two or three years, money could not fail to be easy, notwithstanding the small balance the Treasury holds. After the 1st of April there is usually a temporary outward movement for the settlements at that period. In this connection one fact is deserving of mention, and that is that the drain into the Treasury for customs is light, and it may be expected so to continue if our imports fall off as they promise to do, so that while the surplus of the Treasury may be so low as to prevent further calls for bonds, the banks will not require this relief because of the lighter demand for customs. The Treasury operations for the week appear to have resulted in a loss, which is a gain to the banks, of \$99,301. The interior movement was as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	\$2,527,000	\$650,000
Gold	18,000	.....
Total	\$2,545,000	\$650,000

Last week's bank statement was made up on rising averages. Considering this fact, the following will indicate the character of this week's return.

	In to Banks.	Out of Banks.	Net Gain.
Sub-Treasury operations, net...	\$99,301	\$.....	\$99,301
Interior movement.....	2,545,000	650,000	1,895,000
Total.....	\$2,644,301	\$650,000	\$1,994,301

The Bank of England return shows a gain of £264,000 bullion for the week and a further increase of £88,000 on balance on Thursday and Friday. The proportion of reserve to liabilities was increased 7 13-16 per cent by a decrease of over £4,500,000 in public and other deposits. The statement of the Bank of France exhibits a loss of 7,425,000 francs gold and of 3,200,000 francs silver, and the Bank of Germany, since our last, reports a gain of 14,400,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Jan. 11, 1883		Jan. 12, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	20,617,444	.....	20,262,174	.....
Bank of France.....	37,898,852	43,182,654	25,901,382	45,795,486
Bank of Germany.....	7,033,787	21,101,363	6,539,750	19,619,250
Total this week.....	65,550,083	64,284,017	52,707,306	65,414,718
Total previous week.....	65,403,083	63,872,017	52,654,236	65,417,640

Government bonds continue active and strong with the principal dealings in the new 3s and the 4 per cents, and some holders of the latter are taking advantage of the high premium and are selling and re-investing in the 3s.

The Assay Office paid \$184,276 through the Sub-Treasury for foreign and domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Jan. 5...	\$473,814 23	\$19,000	\$24,000	\$383,000	\$47,000
" 6...	505,121 82	12,000	27,000	381,000	85,000
" 8...	327,389 44	20,000	21,000	237,000	49,000
" 9...	485,297 32	40,000	50,000	332,000	62,000
" 10...	362,750 61	25,000	45,000	237,000	56,000
" 11...	336,680 84	22,000	52,000	201,000	61,000
Total.	\$2,491,054 26	\$138,000	\$219,000	1,771,000	\$360,000

THE DEATH OF GAMBETTA AND THE PEACE PROSPECTS.

The space which the deceased ex-Dictator, Leon Gambetta, filled in the public mind of France and of Europe generally, has been amply illustrated by his death. It might not be fair to say that he has been sincerely or generally lamented. But there can be no two opinions as to the importance attached to his death. In France opinion was divided. Latterly Gambetta had allowed himself to drift away from the more extreme section of the Radicals. He was no longer in sympathy with them, and they felt as if he had deserted them. But he showed no disposition to rush to the other extreme. From Royalists and Imperialists he held equally aloof. It is safe, we think, to say that he was sincerely devoted to the Republic.

A foreigner by extraction and an Italian like the First Napoleon, like him also he was the most representative Frenchman of his time. In the dark days which followed upon the German invasion, it was he and he alone who raised the nation from its knees, and though affairs were desperate, put it in an attitude of defense. His services at that time had given him a firm hold upon the affections of the French people; and to his call more promptly and more willingly than to the call of any other living man for any great national purpose, they would have responded. No one can deny that Gambetta was ambitious. As little, however, can any one affirm that he ever abused his power. His action in the matter of the *scrutin de liste* gave birth in many minds to grave suspicions. It was feared that his ultimate object was the Dictator's chair, and that his election reforms were conceived more in the interest of Gambetta than in the interests of France. Such suspicions, however, were immediately disarmed by his prompt retirement from office; nor was there anything in his subsequent conduct fitted to create suspicion as to the purity of his motives.

How far the death of Gambetta at the present juncture is to be regarded as a loss or a gain to France, is a problem not easy to solve. It might be found a labor of equal ease to sustain the one position as the other; and there can be no doubt that the value of the individual life to his country is subject to various and diverse estimates. His death, however, has a special interest to the outside world—an interest not wholly apart from France, but an interest in which France is only of secondary importance. It was, in one sense at least, unfortunate for him that all, or almost all, his great schemes for the restoration or aggrandizement of France touched foreign nations. If he had been merely a domestic legislator, France might have grieved or rejoiced at his death, but the outside world would have been comparatively indifferent. The name of Gambetta, however, was identified with what men are in the habit of calling a vigorous foreign policy. It was associated with revenge for so-called national wrongs, with the reclamation of lost territory, with the restoration of France to her former proud position as one of the very

first of the great nations. Nor was this mere suspicion or imagination regarding the French statesman. It was a policy openly avowed and frequently and emphatically enunciated. The Alsations and Lotharingians, who sigh for restoration to France, looked to Gambetta as their champion; and their presence at his funeral and their tribute at his grave testified to the sense of loss they had sustained. The annexation of Tunis was a concession to Gambetta by the government of the hour; and if his will had been followed, the joint control would to-day have existed in Egypt.

Gambetta was, therefore, in a sense, a living source of disquietude to the outside nations. His advent to power was looked forward to not only with anxiety, but with alarm. In such an event a revived war with Germany would have been almost a certainty. It would have required but the opportunity, the cause, or combination of causes, the necessary international complications. These, when wanted, are seldom far to seek. Such a war is not to be contemplated alone. It means a contest in which the whole of Europe would be engaged. It is quite possible that Gambetta as Prime Minister of France, or Gambetta as President of the French Republic, might have been a very different man to Gambetta as the Deputy or as the President of the Chamber. But we must deal with men as we find them; and as we have no evidence that the ex-Dictator had changed his opinions, we have no choice but to conclude that however the death may be felt by the French, it has been an apparent gain to the cause of European peace. With Gambetta has passed away one principal source of European disquietude.

Of this we have had abundant proof in the tone and language of the German press. All ranks and classes of the German people show most evidently a feeling of relief. Even leading statesmen show this unmistakably. Prince Bismarck has all along recognized the influence of Gambetta. He was the one man in France whose movements he watched. Now he feels as if his work were done. We are assured that he openly talks of retiring and enjoying that leisure which has been so long denied him. We need no higher proof of the importance attached by the German mind to the individual man Gambetta. It would seem also as if the feeling of relief had reached England. It can readily be understood that Mr. Gladstone's health has suffered from his late severe exertions. It is noteworthy, however, that simultaneously with the death of the great French statesman, his physicians should have discovered that the Prime Minister would be benefitted by a visit to the south of Europe. It is probable enough that Prince Bismarck may postpone his long-meditated retirement. It is quite probable, also, that the death of Gambetta has but little to do in reality with the proposed temporary retirement of the British Premier. But we have still to do with the appearance of things; and we know that in the present instance the appearance is not out of harmony with the fact. In a certain sense, as has already been shown, Gambetta was France; and in that sense he was a menace to the peace of Europe. That menace has ceased to exist, and there is corresponding relief.

It would be wrong to conclude that the condition of Europe is permanently affected by the death of even such a man as Gambetta. The power that directs the destiny of nations is mightier than individual will; and the inevitable tendency of events is not to be permanently arrested by the placing or removing of any single obstruction. There is much that is unsettled in Europe at the present time. The Balkan peninsula must sooner or later become a fresh cause of quarrel between Russia and Austria; and

some future Gambetta may find his opportunity, in such an event, to engage the attention of Germany. But for the present no such dangerous complication is to be apprehended. France is without a great leader, and the German-Austrian alliance has been renewed for the nominal period of twelve years. Under the circumstances, and even while France mourns, the outside nations are not to be blamed if they entertain a sense of relief.

RAILROAD EARNINGS IN DECEMBER, AND FROM JANUARY 1 TO DECEMBER 31.

The December statement of earnings is not quite so satisfactory as those of the months immediately preceding. The figures (taking the roads as a whole) still record improvement on the corresponding period of the preceding year, but the increase is small, when it was expected to be heavy, and in one important section at least—the Northwest—some of the larger companies are falling behind. It is true that our table does not include any of the great east-and-west trunk lines, which are known to have had a heavy traffic at paying rates, but neither were these included in other months, so that there is no change in the basis of comparison. The fact, then, remains that on this basis the exhibit is less favorable than in any other recent month since last June, when there was a decrease. Some may be inclined to trace a connection between the war in the Northwest and the smaller earnings by the roads in that section, but there would seem to be little basis for such a belief, in view of the fact that rates were restored before the 15th, while it is the latter half of the month that makes the least satisfactory showing.

On the other hand, there are undoubtedly one or two particulars in which December, 1882, was not as favorable to railroad business as was December, 1881. The crops were larger this season than last, but the movement was restricted this year by reason of the lower prices prevailing, while last year it was quite free by reason of the high prices then ruling. Our figures of the receipts of grain at Western ports during the month, given further below, show a heavier movement than a year ago, but it is not believed that Northwestern roads derived much benefit from this, since no doubt a greater proportion of it than last year came from the Southwest and some of it also from the South—especially at Chicago. Then the war of rates on the trunk lines last year, while it was very disastrous to the roads engaged in it, had the effect of swelling, for the time being at least, the traffic on the lines further west, which were not embraced in the strife. The low rates stimulated shipments, not only of grain but of all kinds of freight, there being an evident desire to take advantage of the low rates to the seaboard while they lasted, no one feeling sure that the warfare would not at any moment be terminated and rates restored. Especially was this the case during December and January when reports of an impending settlement were very numerous and had more than the usual grain of truth in them. This year there was no such stimulus, and with farmers loth to dispose of their produce at present figures, a disposition is natural to hold it back for higher prices later on.

But to what extent, if at all, earnings were affected by these circumstances, it is impossible to say. It is certain, however, that such influences, if they have existed, can have no permanency this year—that is, they must soon cease to be a factor in the situation—for it is evident that the crops are large. Still, the thought suggests itself—and it gains some force from the decreased figures on the roads in the Northwest—whether as a partial offset to the increase in agricultural products moving over

the railroads, there may not be a falling off in the volume of other kinds of traffic. On the trunk lines, this would not be of any great consequence this year. They carry such a mass of through produce, and carry it, too, all the way from one end of their lines to the other (many of the Western roads carry it only short distances to the nearest interior receiving point), and moreover had so little produce last season and are certain to have so much more this season, and at far better rates, that with them the prospect is reasonably good for better receipts anyway, whether general freight decreases or not.

In the case of roads not thus situated, however, a falling off from the cause mentioned, cannot be so lightly passed over. It is known that all branches of industry are now feeling the effects of the short crops of 1881. The contraction in railroad building, with the depression in the iron and steel trades, is one of the evidences of this most frequently cited; but it is, perhaps, the least significant. The most striking effect, in fact, is seen in the decreased activity in all business circles. New ventures are less frequent and a feeling of caution prevails, which makes men slower to act, and has the effect of reducing business operations. How long this will continue it is not our present purpose to inquire; but so long as it does continue, it cannot fail to be an adverse circumstance with all railroads, and thus this may in part account for the less favorable figures of the past month. Following are the details for December:

GROSS EARNINGS AND MILEAGE IN DECEMBER.

Name of road.	Gross Earnings.			Mileage.	
	1882.	1881.	Increase or Decrease.	1882.	1881.
Burl. Ced. Rap. & No.	\$ 246,062	\$ 232,812	\$ 13,250	689	589
Cairo & St. Louis*	27,254	32,870	-5,616	146	146
Central Branch U. P.	120,376	86,096	+34,280	335	363
Central Iowa.....	102,229	120,122	-17,893	244	244
Central Pacific.....	1,968,000	2,225,179	-257,179	3,167	2,775
Chas. Col. & Augusta*	\$41,457	\$32,711	+8,746	303	303
Chesapeake & Ohio*	187,677	133,736	+53,941	520	430
Chicago & Alton.....	699,323	646,812	+52,511	847	847
Chic. & Eastern Ill....	135,782	153,113	-17,331	240	233
Chic. & Gr. Trunk....	229,742	139,723	+90,019	335	330
Chic. Milw. & St. Paul.	1,964,000	1,854,269	+109,731	4,455	4,104
Chicago & Northwest.	1,715,378	1,855,477	-137,098	3,476	3,015
Chic. St. P. Minn. & O.	375,796	432,115	-56,819	1,147	985
Cin. Ind. St. L. & Ch.	180,956	195,809	-5,853	363	363
Cleve. Ak. & Col.....	39,676	37,974	+1,702	144	144
Columbia & Greenv.*	\$53,172	\$42,311	+10,861	296	296
Col. Hook. Val. & Tol.	240,555	261,223	-20,668	322	322
Deu. & Rio Grande...	443,000	626,728	-183,728	1,160	1,062
Des Moines & Ft. D.*	21,285	26,490	-5,205	110	87
Detroit Lansg. & No.*	82,846	74,635	+8,208	226	226
Eastern.....	245,391	248,308	+1,083	283	283
East Tenn. Va. & Ga.	333,687	302,957	+30,730	902	900
Evansv. & T. Haute...	54,876	52,705	+2,171	157	144
Flint & Pere Marq....	206,168	168,820	+37,348	345	318
Gr. Bay Win. & St. P.	37,976	44,023	-6,049	225	219
Gulf Col. & Santa Fe.	241,447	140,068	+101,379	482	373
Hannibal & St. Jos...	239,891	194,336	+45,555	292	292
Illinois Central (Ill.)	543,092	583,085	-39,993	919	919
Do (Iowa lines).....	159,300	159,300	0	402	402
Ind. Bloom. & West...	205,212	192,622	+12,590	684	544
Intern'l & Gt. North.	377,821	306,159	+71,662	775	775
Kan. City Ft. S. & Gulf	111,285	105,624	+5,661	365	340
Lake Erie & Western.	124,475	108,117	+16,358	385	385
Little Rock & Ft. S...	80,070	62,932	+17,138	168	168
Little Rk. M. R. & Tex.	45,700	33,404	+12,296	170	170
Long Island.....	156,868	137,015	+19,853	328	328
Louisville & Nashv...	1,221,215	1,153,779	+67,436	2,028	2,028
Milw. L. Sh. & West...	76,585	61,843	+14,740	306	275
Minneap. & St. Louis.	147,761	126,594	+21,167	455	363
Mo. Kan. & Texas....	665,860	487,320	+178,540	1,296	1,115
Missouri Pacific.....	736,669	602,446	+134,223	979	796
Mobile & Ohio.....	307,643	258,812	+48,831	528	528
Metropol. Elevated...	225,070	242,853	-17,783	18	18
N. Y. Elevated.....	329,361	267,667	+61,694	14	14
Norfolk & Western...	217,328	205,699	+11,629	423	423
Northern Pacific.....	564,749	349,724	+215,025	1,419	972
Ohio Central.....	76,599	90,020	-13,421	212	212
Ohio Southern.....	39,157	34,163	+4,998	128	123
Pao'ia Dec. & Evansv.*	34,956	40,767	-5,811	254	248
Rich. & Danv.*.....	\$183,300	\$179,300	+9,000	757	757
St. L. A. & T. H. M. line.	110,436	96,935	+13,501	185	195
Do do (branches)....	74,000	74,192	-192	121	121
St. L. Iron Mt. & So...	76,305	709,498	-71,807	816	718
St. Louis & San Fran.	339,424	287,914	+51,510	661	643
St. Paul & Duluth....	90,348	76,779	+13,569	194	184
St. Paul Minn. & Mau.	753,516	528,263	+225,253	1,020	855
Scioto Valley.....	46,938	43,762	+3,176	132	132
Texas & Pacific.....	611,044	401,058	+209,986	1,387	1,089
Tul. Cin. & St. Louis..	79,633	74,044	+5,589	565	446
Union Pacific.....	2,294,000	2,267,000	+27,000	2,750	3,650
Virginia Midland*	\$46,002	\$48,497	-2,495	353	353
Wab. St. Louis & Pac.	1,331,932	1,294,657	+37,275	3,518	3,348
Wisconsin Central....	105,163	94,697	+10,466	337	337
Total.....	23,573,879	22,170,065	+1,403,814	47,336	43,387

* Three weeks only of December in each year.

† For the four weeks ended December 30.

‡ Figures this year are approximate and understood to be below what the actual will be.

§ Freight earnings only.

It will be seen that Western and Northwestern roads, in the main, compare unfavorably with December of the previous year. The Chicago & Northwestern has a decrease, and so has the Chicago St. Paul Minneapolis & Omaha in the same section; but such roads as the Chicago & Eastern Illinois, Illinois Central, and Columbus & Hocking Valley, also record smaller receipts than a year ago, while other prominent companies in the West—notably the Wabash—do little more than hold their own. On the other hand, roads that have a share in the increased trade and crops of the Southwest, show the effect of that circumstance. Thus the Chicago & Alton, on the same mileage as in 1881, increases its earnings \$52,511, and the Hannibal & St. Joseph \$45,555, while the Wabash with 170 additional miles of road increased its receipts only \$37,295. But it is not till we come to the Southwestern roads themselves, that we find what may be termed really heavy increases. The Missouri Kansas & Texas records a very large gain, as does the Missouri Pacific, though the Iron Mountain has a somewhat smaller ratio of increase. The Texas & Pacific, which is getting the benefit not only of the abundant yield of cereals in Texas, but also of the heavy cotton crop in that State, leads all other roads in our table this month. In fact, all the Texas roads from which we have returns, are conspicuous for their excellent exhibits—as witness not only the Texas & Pacific, but the Gulf Colorado & Santa Fe and the International & Great Northern. In a minor degree, too, the same may be said of all Southern roads, the large cotton crop, their most important source of traffic, being the favorable influence at work. To show how the cotton movement in the two years compared, we give the following table of the receipts at the Southern outports in December of the last two years.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN DEC., 1882 AND 1881.

	1882.	1881.	Difference.
Galveston.....bales.	145,769	86,033	Inc.... 59,736
Indianola, &c.....	3,577	2,675	Inc.... 902
New Orleans.....	329,027	295,779	Inc.... 29,248
Mobile.....	60,631	60,797	Dec.... 166
Florida.....	3,955	8,198	Dec.... 4,243
Savannah.....	147,407	141,179	Inc.... 6,228
Brunswick, &c.....	1,319	1,206	Inc.... 113
Charleston.....	103,241	88,403	Inc.... 14,838
Port Royal, &c.....	2,655	1,950	Inc.... 705
Wilmington.....	25,818	29,893	Dec.... 4,075
Morehead City, &c.....	5,570	4,449	Inc.... 1,121
Norfolk.....	145,362	116,258	Inc.... 29,104
West Point, &c.....	47,538	37,311	Inc.... 10,227
Total.....	1,021,889	878,131	Inc.... 143,758

This shows total receipts of over a million bales, or a gain on the previous year of pretty nearly 150,000 bales. The effect upon earnings is quickly noticeable in the case of roads which, like the Mobile & Ohio, are so greatly dependent upon cotton traffic, while on roads like the Louisville & Nashville, which may be supposed to have a greater proportion of general traffic, the effect is less marked, though it is to be said that the latter road, on its Mobile & Montgomery division, carried not more, but less, cotton than in December, 1881. As bearing upon the growth of traffic on the Louisville & Nashville, we have received the detailed statement of earnings, by divisions, for November, and give it below. It is interesting as showing that although, when we take the system as a whole, the earnings per mile (owing to the large additions within recent years of new road with but a light traffic) exhibit a falling off from \$650 in 1879 to \$592 in 1882, this does not correctly reflect the condition of business on the old mileage. On this mileage the earnings have risen from \$689,143 in November, 1879, to \$743,320 in November, 1882, or from \$650 per mile to \$701 per mile, which makes it clear that there has been no retrogression at any rate, as some might believe.

NOVEMBER GROSS EARNINGS OF LOUISVILLE & NASHVILLE.

Divisions.	Miles.	1879.	1880.	1881.	1882.
Main Stem.....	185-2	\$ 240,726	\$ 225,479	\$ 234,266	\$ 251,894
Bardstown Branch.....	17-3	2,017	2,375	2,188	1,480
Knoxville Branch.....	110-5	29,250	33,686	36,135	35,339
Richmond Branch.....	33-8	4,392	4,562	4,537	4,811
Memphis Line.....	259-1	166,310	119,948	118,195	121,546
Nashville & Decatur.....	119-1	90,530	102,272	92,705	101,158
So. & No. Ala. RR.....	189-0	90,631	109,271	109,696	133,220
Glasgow RR.....	10-5	1,289	1,250	1,597	1,563
Henderson Division.....	135-2	63,998	72,343	78,012	92,309
Basis of 1879.....	1,059-5	689,143	671,186	677,634	743,320
St. Louis Division.....	208	76,085	65,003	65,003	84,035
Mobile & Montgomery.....	180	92,920	89,618	89,618	105,722
N. O. & Mobile.....	141	73,355	71,603	71,603	109,444
Pontchartrain.....	5	305	305	305	386
Cum. & Ohio—So. Div.....	30-5	2,678	3,314	3,314	3,175
Selma Division.....	50	11,787	13,308	13,308	13,484
Pensacola Division.....	45	13,289	14,238	14,238	6,673
Pen. & Selma Div.....	72	2,599	3,302	3,302	7,100
Basis of 1880.....	1,791	944,214	938,593	938,593	1,064,319
Cincinnati Division.....	109	74,910	74,910	74,910	86,398
Lexington Branch.....	66	26,371	26,371	26,371	28,959
Cum. & Ohio—No. Div.....	28	1,512	1,512	1,512	2,467
Shelby RR.....	19	4,129	4,129	4,129	6,632
Narrow Gauge.....	11	1,094	1,094	1,094	1,250
Transfer Railway.....	4	11,019	11,019	11,019	10,887
Basis of 1881.....	2,028	1,057,628	1,057,628	1,057,628	1,200,902
Earnings per mile—		650	527	521	592
Whole system.....		650	634	639	701
On basis of 1879.....	1,059-5				

As remarked at the outset, our table of earnings does not contain any of the great east-and-west trunk lines, but there are in it a few roads like the Chicago & Grand Trunk and the Lake Erie & Western, which are more or less influenced by the course of trunk-line traffic, and these have larger earnings than a year ago. Among the Pacific roads the Union Pacific maintains its earnings of last year, while the Northern Pacific continues to make heavy gains. In the extreme Northwest the St. Paul Minneapolis & Manitoba still remains conspicuous for the growth of its receipts. In the same section the Burlington Cedar Rapids & Northern, unlike the St. Paul & Omaha, exhibits a small improvement upon 1881. To show, in a measure, how Western and Northwestern roads were affected by the grain movement in the two years, we give below the table alluded to above, of the receipts at the principal lake and river ports of the West.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED DEC. 30.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1882.....	326,689	1,615,352	5,616,423	2,473,845	624,326	180,358
1881.....	136,184	640,691	2,290,566	1,534,968	683,252	74,341
Milw. kee—						
1882.....	345,368	1,104,456	138,240	273,958	750,396	54,497
1881.....	245,096	1,163,352	71,900	236,890	477,055	83,475
St. Louis—						
1882.....	143,813	1,008,007	1,609,650	373,338	360,347	30,203
1881.....	125,369	494,870	1,190,500	433,509	428,869	23,728
Tenn.—						
1882.....	4,813	589,046	571,430	244,227	6,012	10,123
1881.....	4,121	221,474	280,028	49,952	37,000	3,393
Detroit—						
1882.....	23,496	791,841	65,266	105,437	74,543	1,124
1881.....	32,543	168,669	75,430	62,181	83,317	1,124
Cleveland—						
1882.....	5,240	117,760	115,570	40,926	14,200	1,000
1881.....	12,219	26,900	87,400	77,600	47,006	975
Peoria—						
1882.....	5,386	25,250	823,725	549,725	78,600	64,000
1881.....	6,000	35,750	1,085,775	426,200	72,000	63,000
Duluth—						
1882.....	436,196					
1881.....						
Total of all						
1882.....	554,805	5,687,908	8,940,304	4,061,450	1,908,944	340,181
1881.....	561,532	2,753,706	5,081,599	2,821,298	1,828,499	250,836

December completes the year, and we can now compare the full twelve months in 1882 and 1881. The showing that our table makes is an eminently satisfactory one, especially when we consider that the year was in many respects peculiarly unfavorable. The crop deficiency of the summer of 1881, so often referred to but yet always necessary of mention in any review of the year, was the factor of greatest moment. Wheat, corn, provisions, cotton—all sustained an extraordinary reduction; but the full effects of this shortage were not felt at the outset. The war of rates on the trunk lines, combined with the high prices that all produce commanded, induced farmers

to rush their supplies forward, and for a time it seemed as if the deficiency had been greatly exaggerated. Soon, however, the movement fell off, and then the traffic over the trunk lines was reduced to very small proportions indeed—in some cases to lower figures than had been touched for years. In addition, these lines were then still suffering from the effects of the railroad war. The war was settled quite early in the year, but a large number of time contracts at very low rates had been made during the progress of the conflict, which still remained outstanding. It was not till after the 1st of July, when the most of these contracts ran out, that fairly profitable rates were realized. Within a brief period after this date, the crops of 1882—more particularly winter wheat—began to come forward, and from that time on the trunk lines had a heavy traffic, so much so that in the last half of the year even 1880 was outdone.

Western and Northwestern roads did not suffer to the same extent as the trunk roads—except in special instances—because of their shorter haul on produce to market, and more especially because of the greater activity that characterized those sections until towards the close of the year, giving the roads in them an increasing amount of general and miscellaneous freight. Southwestern roads were adversely affected to some extent in the early months by the reduced yield of cotton in Texas during 1881, and in the closing months of the year were very favorably influenced by the excellent yield in 1882, not only of cotton but of wheat and other cereals. Southern roads, having only this one staple to rely upon, suffered greatly during the first nine or ten months under the general reduction of the yield of cotton all over the South, but at the end of the year were regaining part of the early loss, aided by the large crop of 1882. In all sections of the country there was an active and increasing movement of passengers, which served in no unimportant degree to offset the heavy loss in through freight traffic. That this passenger movement was maintained even during the closing months of the year, was considered a very favorable feature, for the decreased activity that characterized trade operations had led many to expect a contraction in the volume of that traffic. Under all these influences, auspicious and inauspicious, the fifty-eight roads in our table, on earnings of 272 millions in 1881, show an increase of 33 millions, or about 12 per cent, which must certainly be denominated a satisfactory exhibit. The following table gives full details. It will be observed that there are only four roads altogether that fell below 1881.

GROSS EARNINGS FROM JANUARY 1 TO DECEMBER 31.

Name of Road.	1882.	1881.	Increase.	Decrease.
	\$	\$	\$	\$
Buff. Pittsb. & West'n.	5,475,475	6,855,679	209,796	
Burl. Cedar Rap. & No.	2,800,679	2,259,036	541,643	
Can. Southern	372,717	419,137		46,420
Cent. Branch Union Pac.	3,452,795	3,369,259		
Central Iowa	996,495	967,779	28,716	
Central Pacific	1,165,178	1,001,366	163,812	
Chesapeake & Ohio	25,713,150	24,094,099	1,619,051	
Chicago & Ohio	3,269,297	2,636,938	632,359	
Chic. & Eastern	8,211,988	7,557,741	654,247	
Chic. & Grand Trunk	1,773,022	1,640,451	132,571	
Chic. & Milw. & St. Paul	2,274,028	1,659,625	714,403	
Chic. & Northwest	20,387,000	17,025,456	3,361,544	
Chic. & St. Louis	23,828,973	21,849,209	1,979,764	
Chic. Ind. St. L. & Chic.	4,973,052	4,021,961	951,091	
Chic. & Rock. & Col.	2,645,529	2,415,372	230,157	
Chic. & St. Paul	505,967	423,699	82,268	
Chic. & St. Louis	2,867,288	2,456,810	410,478	
Chic. & St. Paul	6,349,858	5,980,483	369,370	
Chic. & St. Paul	340,042	393,127		53,085
Chic. & St. Paul	1,550,470	1,330,195	220,275	
Chic. & St. Paul	3,413,840	3,187,115	226,725	
Chic. & St. Paul	2,156,927	1,875,146	281,781	
Chic. & St. Paul	1,628,914	1,060,187	568,727	
Chic. & St. Paul	2,303,388	2,257,231	46,157	
Chic. & St. Paul	6,914,967	6,733,955	180,912	
Chic. & St. Paul	1,916,414	1,852,442	63,972	
Chic. & St. Paul	2,641,675	2,457,569	184,106	
Chic. & St. Paul	3,319,541	2,788,107	531,434	
Chic. & St. Paul	1,691,400	1,500,097	191,303	
Chic. & St. Paul	1,477,027	1,376,572	100,455	
Chic. & St. Paul	18,275,000	17,971,391	303,609	
Chic. & St. Paul	2,300,018	1,974,861	325,157	
Chic. & St. Paul	12,981,138	11,344,362	1,636,776	
Chic. & St. Paul	886,152	635,659	250,493	

Name of Road.	1882.	1881.	Increase.	Decrease.
	\$	\$	\$	\$
Michigan Central	8,950,000	8,934,332	15,668	
Mo. Kansas & Texas	6,421,518	5,427,256	994,262	
Missouri Pacific	8,038,194	6,673,294	1,364,900	
Mobile & Ohio	2,179,662	2,403,220		223,558
Metropolitan Elevated	2,710,262	2,537,382	172,880	
New York Elevated	3,333,633	2,932,242	401,391	
Norfolk & Western	2,437,388	2,437,388		
Northern Pacific	7,009,340	4,070,223	2,939,117	
Ohio Central	1,039,463	712,000	327,463	
Oregon Railway & Nav.	4,955,500	4,408,680	546,820	
Peoria Dec. & Evansville	746,383	670,135	76,248	
Richmond & Danville	3,523,772	3,385,204	138,568	
St. L. & T. H. main line	1,371,532	1,424,503		53,271
Do do (branches)	873,788	756,024	117,764	
St. L. Iron Mt. & South'n	7,581,635	7,337,662	243,973	
St. Louis & S. Francisco	3,582,811	3,160,523	422,288	
St. Paul & Duluth	1,105,410	733,862	371,548	
St. Paul Minn. & Man.	8,764,771	4,878,960	3,885,811	
Scioto Valley	540,192	446,916	93,276	
Texas & Pacific	5,143,170	3,977,412	1,165,758	
Toledo Cin. & St. Louis	942,435	700,940	241,495	
Union Pac.	30,081,185	29,776,893	304,292	
Virginia Midland	1,353,089	1,262,658	90,431	
Wabash St. L. & Pac.	16,738,358	14,467,789	2,270,569	
Total	305,747,943	272,481,511	33,642,766	376,334
Net increase			33,266,432	

* Three weeks only of December in each year.

† Freight earnings only in December.

Net earnings for November, as given in our table below, are on the whole very satisfactory. We have not the space for any extended comments, but as showing how quickly some of our roads recover from the effects of adverse circumstances as soon as the worst pressure is removed, we may refer to the case of the Chicago Burlington & Quincy. This road is one of the largest carriers of corn in the West, and under the great shrinkage in that cereal its net earnings fell off heavily from month to month, until at the end of the first nine months they recorded a decrease of \$548,298. The statement for the eleven months has come to hand this week, and from it we see that there is now an increase of \$53,743 on 1881, so that during October and November the company swelled its net receipts over \$600,000. The following table gives the gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	November.			Jan. 1 to Nov. 30.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Buffalo Pitts. & West'n.	\$8,817	\$4,959	\$3,858	\$87,897	\$42,303
Do do	60,759	31,697	29,062	630,125	290,776
Burl. Cedar Rap. & No.	278,429	185,705	92,724	2,504,617	874,751
Do do	202,180	135,064	66,516	2,026,224	563,467
Central of Georgia	411,800	172,390	239,504		
Do do	419,554	190,015	229,539		
Chesapeake & Ohio	300,732	204,062	96,670	3,081,690	965,180
Do do	235,585	176,707	58,878	2,508,202	4,001,550
Chic. Burl. & Quincy	2,109,421	868,550	1,330,869	19,523,744	9,021,547
Do do	1,816,138	912,580	903,558	19,270,965	9,567,804
Des Moines & Ft. D.	32,002	28,410	3,592	318,758	93,131
Do do	35,657	24,658	10,999	306,639	98,708
Eliz. Lex. & Big Sandy	61,188	40,256	20,932	482,229	153,000
Do do					
Louisv. & Nashv.	1,200,902	702,655	498,247	11,759,923	4,491,885
Do do	1,065,223	671,947	393,276	10,190,593	3,770,348
Marq. Hough. & On.	90,901	45,108	45,793	1,174,426	652,339
Do do	66,051	42,088	23,963	884,519	460,350
Nash. Chat. & St. Louis	181,336	90,615	90,721	1,746,695	737,070
Do do	152,059	95,641	56,418	1,602,131	748,221
Norfolk & Western	261,235	132,575	128,660	2,304,820	1,005,979
Do do	282,499	108,262	174,237	2,111,520	1,008,895
Northern Central	520,685	378,455	142,230	5,810,173	2,029,165
Do do	487,160	313,703	173,457	4,937,077	1,501,395
Oregon & California	112,000	60,000	52,000		
Do do					
Penn. (all lines east of Pitts. & Erie)	4,973,825	2,771,469	1,602,356	44,929,657	17,347,574
Do do	3,840,215	2,379,871	1,460,344	40,382,427	16,211,181
Phila. & Erie	999,583	272,233	727,350	3,075,901	1,326,190
Do do	284,078	234,571	49,507	3,171,537	942,418
Philadelph. & Reading	2,256,749	1,152,184	1,104,565	20,089,327	8,968,456
Do do	2,015,589	993,324	1,022,265	18,925,212	8,622,253
Phila. & Read. C. & Iron	1,657,792	1,354,671	303,121	14,029,256	1,183,242
Do do	1,482,700	1,254,008	228,692	12,718,153	1,178,881
Union Pacific	2,711,917	1,690,861	1,021,056	27,704,188	13,119,789
Do do	2,761,522	1,849,306	912,216	27,509,865	12,341,330
Utah Central	136,204	56,697	79,507	1,391,415	805,336
Do do	148,072	53,236	94,836		
West Jersey	68,856	54,234	14,622	1,098,948	443,960
Do do					

NAME.	December.			Jan. 1 to Dec. 31.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Oregon Railway & Nav.	\$275,900	\$223,500	\$52,400	\$4,955,500	\$2,368,079
Do do	378,785	306,449	72,336	4,406,686	2,137,567

NAME.	October.			Jan. 1 to Oct. 31.	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
N. Y. L. E. & West.	\$1,810,019	\$1,175,681	\$634,338		
Do do	1,814,863	1,180,187	634,676		

* Large amounts charged this month for ties received during

† Not including Union Railroad.

‡ Decrease ascribed to interruption of traffic.

IMPORTS AND EXPORTS FOR NOVEMBER AND FOR THE ELEVEN AND TWELVE MONTHS ENDED NOV. 30, 1881 AND 1882.

[Prepared by the Bureau of Statistics and corrected to Dec. 26, 1882.]

Below is given the fifth monthly statement for the current fiscal year of the imports and exports of the United States. The excess of imports or of exports of merchandise was as follows:

Month ended Nov. 30, 1882 (excess of exports).....	\$25,819,180
Month ended Nov. 30, 1881 (excess of exports).....	13,413,717
Five months ended Nov. 30, 1882 (excess of exports).....	21,147,825
Five months ended Nov. 30, 1881 (excess of exports).....	45,615,673
Eleven months ended Nov. 30, 1882 (excess of imports).....	18,289,205
Eleven months ended Nov. 30, 1881 (excess of exports).....	143,615,639
Twelve months ended Nov. 30, 1882 (excess of exports).....	1,434,835
Twelve months ended Nov. 30, 1881 (excess of exports).....	195,130,168

The excess of imports or of exports of gold and silver coin and bullion was as follows:

Month ended Nov. 30, 1882 (excess of imports).....	\$2,990,794
Month ended Nov. 30, 1881 (excess of imports).....	2,419,047
Five months ended Nov. 30, 1882 (excess of exports).....	1,355,706
Five months ended Nov. 30, 1881 (excess of imports).....	24,400,512
Eleven months ended Nov. 30, 1882 (excess of exports).....	34,817,589
Eleven months ended Nov. 30, 1881 (excess of imports).....	47,211,166
Twelve months ended Nov. 30, 1882 (excess of exports).....	32,701,307
Twelve months ended Nov. 30, 1881 (excess of imports).....	62,975,320

The total values of imports and of domestic and foreign exports for the month of November, 1882, and for the eleven and twelve months ended November 30, 1882, are presented in the following tables:

MERCHANDISE.

	For the month of Nov.	For the 11 m'ths ended Nov. 30.	For the 12 m'ths ended Nov. 30.
1882.—Exports—Domestic.....	\$79,764,211	\$659,553,739	\$734,437,407
Foreign.....	1,210,823	15,467,280	17,645,254
Total.....	\$80,975,034	\$675,021,019	\$752,082,661
Imports.....	55,155,854	693,310,224	750,647,826
Excess of exports over imports.....	\$25,819,180		\$1,434,835
Excess of imports over exports.....		13,289,205	
1881.—Exports—Domestic.....	\$68,335,550	\$739,279,283	\$836,342,595
Foreign.....	1,735,941	17,208,202	19,035,104
Total.....	\$70,071,491	\$756,487,485	\$855,377,699
Imports.....	56,657,774	612,871,846	660,247,551
Excess of exports over imports.....	\$13,413,717	\$143,615,639	\$195,130,168
Excess of imports over exports.....			

GOLD AND SILVER—COIN AND BULLION.

1882.—Exports—Dom.—Gold.....	\$50,225	\$37,395,398	\$37,497,997
do Silver.....	430,215	10,636,380	11,526,490
Foreign—Gold.....	2,500	1,319,419	1,324,904
do Silver.....	495,524	4,649,292	5,014,483
Total.....	\$978,464	\$54,000,489	\$55,363,874
Imports—Gold.....	\$2,241,787	\$11,255,576	\$13,983,749
Silver.....	1,727,471	7,927,324	8,678,818
Total.....	\$3,969,258	\$19,182,900	\$22,662,567
Excess of exports over imports.....	\$	\$34,817,589	\$32,701,307
Excess of imports over exports.....	2,990,794		
1881.—Exports—Dom.—Gold.....	\$96,396	\$1,735,257	\$1,891,111
do Silver.....	930,460	12,375,211	13,694,977
Foreign—Gold.....	728	760,202	769,922
do Silver.....	267,723	3,432,762	3,977,071
Total.....	\$1,295,307	\$18,303,432	\$20,325,981
Imports—Gold.....	\$3,059,202	\$57,670,447	\$74,176,473
Silver.....	655,152	7,844,151	9,124,828
Total.....	\$3,714,354	\$65,514,598	\$83,301,301
Excess of exports over imports.....	\$	\$	\$
Excess of imports over exports.....	2,419,047	47,211,166	62,975,320

TOTAL MERCHANDISE AND COIN AND BULLION.

1882.—Exports—Domestic.....	\$80,244,651	\$707,585,517	\$783,461,894
Foreign.....	1,708,847	21,435,991	23,984,641
Total.....	\$81,953,498	\$729,021,508	\$807,446,535
Imports.....	59,125,112	712,493,124	773,310,393
Excess of exports over imports.....	\$22,828,386	\$16,528,384	\$34,136,142
Excess of imports over exports.....			
1881.—Exports—Domestic.....	\$69,362,406	\$753,389,751	\$851,921,583
Foreign.....	2,004,392	21,401,166	23,782,097
Total.....	\$71,366,798	\$774,790,917	\$875,703,680
Imports.....	60,372,128	678,386,444	743,548,832
Excess of exports over imports.....	\$10,994,670	\$96,404,473	\$132,154,848
Excess of imports over exports.....			

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of Nov., 1882, and the values of imported merchandise remaining in the warehouses of the United States Nov. 30, 1882:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remaining in warehouses Nov. 30, '82
Baltimore, Md.....	\$1,336,184	\$517,563	\$405	\$127,326
Bangor, Me.....	49,804	33,732		232
Bath, Me.....	8,631			102,397
Boston & Charlestown, Mass.....	4,313,104	4,631,047	59,178	4,582,297
Brasos de Santiago, Tex.....	71,377	92,430	15,989	557
Brunswick, Ga.....	180	51,942		
Buffalo Creek, N. Y.....	968,689	63,885	103	3,282
Cape Vincent, N. Y.....	48,286	13,142	35,859	
Champlain, N. Y.....	387,748	193,925		6,345
Charleston, S. C.....	53,235	3,809,126		2,063
Chicago, Ill.....	151,040	130,046	1,933	48,846
Corpus Christi, Texas.....	47,501	210,955	39,453	191
Cuyahoga, Ohio.....	40,761	28,589		8,037
Detroit, Mich.....	228,265	136,634	22,317	68,259
Duluth, Minn.....	4,496	76,710		
Galveston, Texas.....	293,357	3,865,514		88,520
Geneseo, N. Y.....	162,979	23,212		7,177

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remaining in warehouses Nov. 30 '82
Huron, Mich.....	\$412,630	\$1,136,774	\$92,223	\$
Key West, Florida.....	48,659	78,205		63,407
Milwaukee, Wis.....	84,691			5,094
Minnesota, Minn.....	139,376	497,224	3,739	2,501
Mobile, Ala.....	33,004	24,203		20
New Haven, Conn.....	49,706	5,427		7,975
New Orleans, La.....	1,182,693	10,802,927	9,217	660,716
New York, N. Y.....	35,435,468	29,604,509	753,523	17,318,074
Niagara, N. Y.....	402,016	11,531		
Norfolk and Portsmouth, Va.....	76,537	4,075,276		
Oregon, Oregon.....	1,748	216,549		
Oswegatchie, N. Y.....	311,937	30,278		2,364
Oswego, N. Y.....	2,383,029	146,170	2,937	619,984
Paso del Norte, Tex. & N.M.....	22,319		63,793	
Pasadena, Tex., Me.....	86,180	36,563		13,236
Pensacola, Fla.....	64			
Philadelphia, Pa.....	2,166,577	3,103,380	227	1,215,331
Plymouth, Mass.....	156			207,697
Portland & Falmouth, Me.....	61,837	169,705	24,064	47,213
Portsmouth, N. H.....	424			50,998
Puget's Sound, Wash.....	5,059	154,203		
Richmond, Va.....	81,508	536,612		
San Diego, Cal.....	55,987	61,339	1,615	65,250
San Francisco, Cal.....	2,990,703	5,062,059	79,539	1,399,508
Savannah, Ga.....	117,947	5,175,612		
Vermont, Vt.....	649,293	171,063		24,889
Willamette, Oregon.....	63,183	825,829		7,034
Wilmington, N. C.....	35,346	740,449		281
Yorktown, Va.....		127,260		
Interior ports.....	101,130	206,962	309	115,416
All other customs districts.....				135,156
Totals.....	55,155,854	79,764,211	1,210,823	27,647,622

* Remaining October 31, 1882.

Monetary Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Dec. 23			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Rate.	Time.	Rate.
Amsterdam.....	3 mos.	12 5½ @ 12 6	Dec. 23	Short.	12 10
Amster'dam.....	Short.	12 2 @ 12 3	.....	.....	.....
Hamburg.....	3 mos.	20 62 @ 20 66	Dec. 23	Short.	20 35½
Berlin.....	"	20 62 @ 20 66	Dec. 23	"	20 33
Frankfort.....	"	20 62 @ 20 66	Dec. 23	"	20 34
Vienna.....	"	12 10 @ 12 12½	Dec. 23	3 mos.	11 92
Antwerp.....	"	25 45½ @ 25 53½	Dec. 23	Short.	25 23
St. Petersburg.....	"	22 16 @ 22 16½	Dec. 23	3 mos.	23 18
Paris.....	Checks	25 21¼ @ 25 23¼	Dec. 23	Checks	25 22
Paris.....	3 mos.	25 46½ @ 25 51½	Dec. 23	Long.	25 24
Genoa.....	"	25 75 @ 25 85	.....	.....	.....
Madrid.....	"	46 @ 46½	Dec. 13	3 mos.	47 30
Cadiz.....	"	46 @ 46½	Dec. 13	3 mos.	47 30
Lisbon.....	"	51½ @ 51½	.....	.....	.....
Alexandria.....	.....	.....	Dec. 20	3 mos.	95½
New York.....	.....	.....	Dec. 23	Short.	4 80½
Bombay.....	60 days	1s. 7d.	Dec. 23	4 mos.	1s. 7½d.
Calcutta.....	60 days	1s. 7d.	Dec. 23	"	1s. 7½d.
Hong Kong.....	.....	.....	Dec. 23	"	3s. 7¾d.
Shanghai.....	.....	.....	Dec. 23	"	5s. 0¾d.

[From our own correspondent.]

LONDON, Saturday, December 23, 1882.

The past week has partaken much of a holiday character. Business has been very restricted in nearly every department, and further difficulties have been reported in the tin plate trade. During the next few days it is obvious that the attention of merchants will be largely directed to balancing the annual accounts, and any resumption of activity is not likely to take place until the holiday season has terminated. There has, however, been a good demand for money, and the rates both for loans and for discount have advanced. For the former the quotation is about 5 per cent, and for the latter, 4 1/2 per cent. Considering the period of the year, this does not indicate stringency, and the opinion therefore prevails that the present Bank rate of discount cannot be maintained. The trade demand for money is only moderate, and the New York exchange has become more favorable to this country.

There is now much less apprehension as to a drain of gold to America; but there is still a small inquiry for Germany, which has not, however, exercised any material influence. It produced temporary firmness, but, as the demand is not expected to continue, the effect has been transient. With the value of money at a moderate point, and with a less complicated political situation, the new year may be expected to open with a fair degree of confidence; but, at the same time, there is a considerable section of the community which disbelieves in the general soundness of our commercial position, and there are undoubtedly grounds for entertaining such an opinion. The failures in the tin plate trade confirm, in some measure, the impression entertained, and they induce the majority of traders to operate with considerable caution.

The chief inquiry for money this week has been for the purpose of augmenting the half-yearly balances at the close of the year. The open market rates of discount, notwithstanding this additional demand, are still nearly one per cent below the official quotation. The quotations will, no doubt, be firmer as the end

of the year is approached; but a return of ease is certain to take place as soon as the dividends on the public funds have been distributed, early next month. The following are the present quotations for money:

	Per cent.	Open market rates—	Per cent.
Bank rate.....	5	4 months' bank bills.....	4½ @ 4¼
Open-market rates.....		6 months' bank bills.....	4½ @ 4¼
30 and 60 days' bills.....	4 @ 4½	4 & 6 months' trade bills.....	4½ @ 5
3 months' bills.....	4 @ 4½		

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks.....	4
Discount houses at call.....	3½
Do with 7 and 14 days' notice.....	3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
Circulation.....	25,446,006	25,224,265	26,117,325	27,234,935
Public deposits.....	6,036,332	6,580,997	8,081,812	5,198,209
Other deposits.....	22,089,412	22,404,808	23,673,028	28,045,331
Government securities.....	11,381,002	13,213,981	14,365,019	15,243,584
Other securities.....	23,374,617	22,324,487	21,616,707	20,299,340
Reserve of notes & coin.....	11,201,539	11,276,940	13,624,674	15,189,737
Coin and bullion in both departments.....	20,897,944	20,751,205	21,741,999	27,424,692
Proportion of reserve to liabilities.....	39½	33½	42½	45½
Bank rate.....	5 p. c.	5 p. c.	3 p. c.	3 p. c.
Consols.....	105½	99½	98½	97½
Eng. wheat, av. price.....	41s. 6d.	44s. 9d.	44s. 0d.	46s. 6d.
Mid. Upland cotton.....	51½d.	61½d.	61½d.	61½d.
No. 40 mule twist.....	10d.	10½d.	10½d.	10½d.
Clearing-House ret'n.....	139,318,000	149,917,000	142,962,000	96,084,000

The demand for gold on German account during the week has been sufficient to absorb all incoming supplies, and to necessitate a withdrawal, chiefly in gold coin, from the Bank of England. There has been a Continental inquiry for silver, and in the early part of the week prices improved; but the foreign demand has since fallen off, and the improvement established has been with difficulty maintained. Business has been done as high as 50 7-16d., but the price has declined during the last few days 1-16d. The market for Mexican dollars has been very dull, and the quotation is only 49d. per ounce. The following prices of bullion are from Messrs. Pixley & Abell's circular:

GOLD.			
	per oz. standard.	s. d.	s. d.
Bar gold, fine.....	77 9½ @		
Bar gold, contain'g 20 dwts. silver.....	77 11 @		
Spanish doubloons.....	73 10 @	74 00	
South American doubloons.....	73 8½ @		
United States gold coin.....	76 3½ @		
German gold coin.....			
SILVER.			
	per oz. standard nominal.	s. d.	s. d.
Bar silver, fine.....	50½ @		
Bar silver, contain'g 5 grs. gold.....	50½ @		
Mexican dollars.....	49 @		
Chilian dollars.....			
Quicksilver, 25 lbs. 6d. Discount, 3 per cent.			

The rates for Indian exchange have further declined, the price fixed by the India Council being 1s. 7 1-16d. the rupee. Telegraphic transfers have been sold at 1s. 7½d. the rupee.

The government announces a further issue of exchange bills to replace those about to be paid off. The amount is £1,455,000, and tenders will be received at the Bank of England on the 2d prox.

The stock markets during the week, considering how little business has been in progress, have been fairly firm. Prices have in several instances declined slightly, but the reduction has as a rule been unimportant.

The following are the current rates for money at the principal foreign centres:

Bank rate.	Open market.	Bank rate.	Open market.
Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris.....	3½	Brussels.....	4
Berlin.....	5	Madrid and other.....	4½
Frankfurt.....	4¾	Spanish cities.....	4½
Hamburg.....	5	Vienna.....	5
Amsterdam.....	5½	St. Petersburg.....	6½

During the past week the trade for wheat has partaken largely of a holiday character, and buyers are not likely to resume extensive purchases until we have fairly entered upon the business of the new year, after the holiday season has terminated. The tone during the week has been rather dull, but prices have only given way slightly in those cases when the necessity has existed of pressing sales. The imports have been moderate, and the farmers' deliveries have been upon a fair scale, considering the period of the year. Good sound wheats, both English and foreign, have been held with a moderate amount of firmness, and they seem likely to maintain their value; but inferior wheats are decidedly a slow sale. Not

much rain has fallen during the week, and, with an absence of snow, farm work has in many districts been resumed; but there is still an impression that the area of land under wheat this season will fall short of former seasons. There is little if any encouragement to produce wheat; but, at the same time, other cereals are selling at a low price, more especially when it is borne in mind that Indian corn is dear.

It is no doubt a feature in the trade for cereals that, notwithstanding that the price of Indian corn has been as high as 41s. per quarter, wheat, barley and oats should be so cheap. Oats and feeding barley have been selling at a very moderate price since the harvest, and there is no tendency to improvement. Some are of opinion that these articles at their present price are worth holding; but it is well to remember that prices were low when Indian corn was dear, and from this it is naturally concluded, now that the value of the latter commodity is becoming more normal, there is a greater improbability of any advance in the prices of feeding stuffs being established. Telegrams have been received this week stating that the new Indian corn crop is larger than had been represented, but the visible supply in the United States does not increase rapidly.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat:

	At present.	Last week.	Last year.
Wheat.....	2,192,000	2,135,000	2,543,000
Flour.....	207,000	207,000	126,000
Indian corn.....	170,000	90,500	244,000

The following statement shows the extent of the imports of cereal produce into the United Kingdom during the first sixteen weeks of the season, compared with the corresponding period in the three previous seasons:

	1882.	1881.	1880.	1879.
Wheat.....	22,829,399	20,112,324	20,444,877	24,857,242
Barley.....	6,118,775	4,363,555	5,554,100	6,554,131
Oats.....	4,668,279	3,640,619	4,221,812	5,674,582
Peas.....	616,294	799,081	1,031,017	948,758
Beans.....	520,050	506,199	787,369	919,490
Indian corn.....	3,499,173	8,719,134	12,548,520	7,303,105
Flour.....	4,737,895	2,363,847	4,087,143	3,887,693

SUPPLIES AVAILABLE FOR CONSUMPTION.				
	1882.	1881.	1880.	1879.
Imports of wheat, cwt.....	22,829,399	20,112,324	20,444,877	24,857,242
Imports of flour.....	4,737,895	2,363,847	4,087,143	3,887,693
Sales of home-grown produce.....	12,892,500	13,151,000	11,892,000	7,283,300
Total.....	39,459,794	35,557,171	36,924,020	36,023,240
Avg price of English wheat for season, qrs.....	41s. 4d.	47s. 8d.	42s. 8d.	47s. 6d.
Visible supply of wheat in United St's, bush.....	20,200,000	18,500,000	23,600,000	
Supply of wheat and flour afloat to the U'n'd King'd'm., qrs.....	2,350,000	2,827,000		

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending January 12:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	50½	50½	50½	50½	50½	50½
Consols for money.....	101½	101½	101½	101½	101½	101½
Consols for account.....	101½	101½	101½	101½	101½	101½
French rentes (in Paris) fr.....	79-60	79-72½	79-65	79-57½	79-60	79-62½
U. S. 5s ext'd into 3½s.....	105½	105½	105½	105½	105½	105½
U. S. 4s of 1891.....	116½	116½	116½	116½	116½	116½
U. S. 4s of 1907.....	123½	122	123	123	123	123
Chic. Mil. & St. Paul.....	110	109½	110	110½	109½	109½
Erie, common stock.....	41½	40½	41½	41½	41½	41
Illinois Central.....	148½	148	149	149½	149½	149½
N. Y. Ontario & West'n.....	27½	27½	27½	27	27	27
Pennsylvania.....	62	61½	62½	62	62½	62
Philadelphia & Reading.....	28½	28½	28½	28½	28½	28½
New York Central.....	131½	130½	131½	130½	130½	130½

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State)...100 lb.	12 3	12 3	12 3	12 3	12 3	12 3
Wheat, No. 1, wh. "	8 9	8 10	8 10	8 10	8 10	8 11
Spring, No. 2, n. "	8 7	8 8	8 8	8 8	8 8	9 1
Winter, West, n. "	8 11	9 0	9 0	9 0	9 0	9 0
Cal. white.....	7 0	7 0	7 0	7 0	7 0	7 0
Corn, mix. West.....	79 0	79 0	79 0	80 0	80 0	80 0
Port, West, mess.....	79 0	79 0	79 0	80 0	80 0	80 0
Bacon, long clear, new.....	46 6	47 0	47 6	48 0	48 0	48 0
Beef, pr. mess, new, etc.....	89 0	89 0	89 0	89 0	89 0	89 0
Lard, prime West, 56 cwt.....	56 0	56 3	56 3	56 9	57 0	56 9
Cheese, Am. finest.....	66 6	66 6	67 0	67 0	67 0	67 0

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have lately been organized:

2,553—The Bay National Bank of Bay City, Mich. Capital, \$200,000. Byron E. Warren, President; Frederick P. Browne, Cashier.
2,554—The First National Bank of Larimore, Dakota Ter. Capital, \$50,000. Andrew J. Bowne, President; Charles A. Bowne, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$8,200,964, against \$10,026,884 the pre-

ceding week and \$7,400,452 two weeks previous. The exports for the week ended Jan. 9 amounted to \$7,349,921, against \$6,477,550 last week and \$7,855,123 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Jan. 4, and for the week ending (for general merchandise) Jan. 5; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	\$2,113,912	\$1,742,043	\$2,089,035	\$2,346,146
Gen'l mer'dise..	4,801,687	5,061,469	5,771,703	5,854,818
Total	\$6,915,599	\$6,803,512	\$7,860,738	\$8,200,964
Since Jan. 1.				
Dry goods	\$2,113,912	\$1,742,043	\$2,089,035	\$2,346,146
Gen'l mer'dise..	4,801,687	5,061,469	5,771,703	5,854,818
Total 1 week	\$6,915,599	\$6,803,512	\$7,860,738	\$8,200,964

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending January 9, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week ..	\$4,998,157	\$6,772,531	\$5,940,134	\$7,349,921
Prev. reported ..				
Total 1 week ..	\$4,998,157	\$6,772,531	\$5,940,134	\$7,349,921

The following table shows the exports and imports of specie at the port of New York for the week ending Jan. 6, and since Jan. 1, 1883:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	\$.....		\$.....	\$.....
France				
Germany				
West Indies			12,577	12,577
Mexico			11,836	11,836
South America			1,100	1,100
All other countries	1,285	1,285		
Total 1883	\$1,285	\$1,285	\$25,513	\$25,513
Total 1882			90,242	90,242
Total 1881			1,174,247	1,174,247
Silver.				
Great Britain	\$265,429	\$265,429	\$.....	\$.....
France				
Germany			6,326	6,326
West Indies			6,034	6,034
Mexico			30,674	30,674
South America			1,160	1,160
All other countries				
Total 1883	\$265,429	\$265,429	\$44,194	\$44,194
Total 1882	225,239	225,239	14,708	14,708
Total 1881	206,500	206,500	11,287	11,287

Of the above imports for the week in 1883, \$15,906 were American gold coin and \$13,290 American silver coin. Of the exports during the same time \$1,285 were American gold coin.

Philadelphia & Reading.—President Gowen's detailed plan for the readjustment of the Reading Railroad and Coal & Iron Company's debt and arrears of interest has been advertised in Philadelphia. The feature of it is the issue of \$4,000,000 convertible adjustment scrip, bearing interest at 6 per cent, for five years from January 1, 1883, but payable at the option of the company after two years and a half, on ninety days' notice, and convertible into common stock at par until such notice is given, or if it is not given at all, until six months before maturity. The convertible adjustment scrip is secured by \$4,000,000 of the \$7,546,000 income mortgage sevens of 1876 authorized to the amount of \$10,000,000, \$2,454,000 being outstanding. The \$160,000,000 consolidated five per cent mortgage was divided into two series of \$80,000,000, the first series being a prior mortgage to the second series, and \$72,942,700 of the first was reserved to meet the Railroad Company's mortgages and the Coal & Iron Company's divisional mortgages, while \$69,903,910 14 of the second series was reserved to cover the junior securities, bonds and stock of operated branches, real estate mortgages, &c. The plan is condensed as follows by the Philadelphia *North American*: "Holders of the Coal & Iron Company's divisional mortgages and Schuylkill Navigation Improvement series are asked to exchange the principal for consolidated fives of the first series, and in the former instance to take convertible adjustment scrip for all accrued interest, while in the latter the interest accrued will be paid in cash. Holders of present outstanding scrip can exchange it for adjustment scrip at par. Holders of convertible sevens are asked to exchange six coupons of three and a half per cent (total 21 per cent), beginning with next July's coupons, for \$10 in cash and \$200 first series fives to each \$1,000 convertible bond. Holders of the railroad debenture sixes, Coal & Iron Company's debenture sevens, Schuylkill Navigation general or third mortgage sixes, Susquehanna Canal issues, Colebrookdale sixes and Pickering Valley sevens are invited to exchange the principal for consolidated fives of the second series, and holders of the debentures mentioned to take adjustment scrip for all coupons maturing this year. Holders of Schuylkill Navigation generals are offered \$5 for January's interest, the second series of fives drawing interest in February and August. The Colebrookdale bonds are to get \$8 33 and the Pickering Valley bonds \$16 67 for interest to February 1. Stockholders of Susquehanna Canal and Schuylkill Navigation are to

be asked to exchange their stock for Reading common stock. Should Mr. Gowen's offer be accepted, it would result in the issue of convertible adjustment scrip to the amount of \$3,313,580 to present holders of scrip; \$101,241 to holders of railroad debentures, and \$121,070 to holders of Coal & Iron Company debentures, making in all \$3,535,991, to which must be added the inconvertible amount to be issued for interest on Coal & Iron Company divisional mortgages, many holders of which have sold coupons to the receivers at the rate already proposed in some cases, so that the amount of \$4,000,000 convertible scrip is ample for the purposes of the issue. If all the exchanges proposed in the plan are carried out, the result will be a reduction of the fixed charges on the bonds mentioned from \$2,227,111 80 to \$1,262,048 20, or a saving of \$965,063 60 for the year 1883."

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Alma & Little Rock.—Completed from Alma, N. C., southwest to Alfordville, 12 miles.
Des Moines Osceola & Southern.—Extended from Osceola, Ia., south to Davis City, 29 miles. Gauge, 3 ft.
Gulf Colorado & Santa Fe.—Track laid on the Houston Branch from Alvin Junction, Tex., northwest 27 miles.
Kansas City St. Joseph & Council Bluffs.—A branch is completed from Forest City, Mo., west by north to Rulo, 9 miles.
Markesan & Brandon.—Extended from Granite Quarry west to Markesan, Wis., 5 miles.
Nashville & Tuscaloosa.—Extended from Graham, Tenn., south to Duck River, 8 1/4 miles. Gauge, 3 ft.
New York Ontario & Western.—Extended from Middletown, N. Y., eastward to Cornwall, 25 miles.
St. Louis & San Francisco.—The Arkansas Division is extended from Van Buren, Ark., southwest to Fort Smith, 6 miles.
San Luis Obispo & Santa Maria Valley.—Extended from Santa Maria, Cal., south by west to Los Alamos, 15 miles. Gauge, 3 ft.
Southern Pacific.—The Mohave Branch is extended from Calico, Cal., eastward 45 miles.
This is a total of 181 1/4 miles, making 10,328 miles so far reported for 1882.

New track is reported laid in the present year as follows:
Gulf Colorado & Santa Fe.—Track laid on the Houston Branch into Houston, Tex., 2 miles.

This is a total of 2 miles thus far reported for 1883.—*Railroad Gazette.*

The copartnership between Louis H. Taylor, Jr., and Lindley Haines, in Philadelphia, under the firm-name of L. H. Taylor & Co., has been dissolved by mutual consent. Mr. Lewis H. Taylor, Jr., has removed to the southwest corner Third and Chestnut streets, where he will continue the banking and brokerage business, under the firm-name of L. H. Taylor & Co. Mr. Lindley Haines will continue the banking and brokerage business at No. 140 South Third street, with Charles E. Haines, under the firm-name of Haines Brothers.

Messrs. Kidder, Peabody & Co. offer for sale a limited amount of Atchison Topeka & Santa Fe RR. trust mortgage sinking fund six per cent bonds, due 1911, and recommend them especially to investors. The statement of the road for the last year, after payment of a 6 per cent dividend upon the stock, shows a net surplus of \$919,000 over all expenses.

Mr. Joseph G. Martin, of 10 State Street, Boston, has issued his annual "Stock Fluctuations," giving all information as to stocks and bonds known in that market, in his usual complete and excellent shape. Mr. Martin's publications have been issued for many years in Boston and are well known as a standard authority.

The privilege given to persons interested in the Col. Chic. & Ind. Cent. to subscribe to the reorganization agreement has been extended to Jan. 22, when it will expire. Full particulars in regard to the privilege will be found in our advertising columns.

Mr. Rensselaer Weston has been admitted to an interest in the well known firm of Barker & Tinker of No. 2 Exchange Court. Mr. Weston has been in the Street several years, and is highly esteemed by a circle of good friends.

The monthly dividend of \$50,000 has been declared for December by the Homestake Gold Mining Co., payable by Messrs. Lounsbury & Haggin.

The large holders of the City of Houston (Texas) debt have declined the offer to fund the same at 50 cents on the dollar and a new bond at 4 per cent.

The Deadwood-Terra Mining Co. has declared a dividend of \$20,000 for the month of December, payable at the office of Lounsbury & Haggin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.		Shares.	
600 Broadway Bank	250	50 Irving Nat. Bank	132
100 Traders' Nat. Bank	115	33 Metropolitan Gas Light	
10 Fulton Nat. Bank	134	Co. of Brooklyn	76
90 Bank of Commerce	152 1/2	6 N. Y. Bowery Ins. Co.	196
150 American Exc. Bk. 130 @ 130 1/2		25 Citizens' Fire Ins. Co.	150 1/2
94 Merchants' Nat. Bk. 129 @ 128 1/2		100 Chic. & Can. So. RR. Co.	4 1/2
8 Bk. of Manhattan Co.	154 1/2	Bonds.	
15 City Fire Ins. Co.	115 1/2	\$1,000 City of Milwaukee,	
30 N. Y. Equit. Ins. Co. 145 1/2 ex-d.		Wis., 5s., Readjustment	
4 Nat. Bk. of State of N. Y. 133 1/2		Bond, due 1891	100 1/2
54 Mechanics' Nat. Bank	151	\$1,000 New Brunswick, N. J.,	
14 Mercantile Nat. Bank	117	Water Co. 1st mort. 7s.,	
4 St. Nicholas Nat. Bank	145 1/2	due 1897	115
8 Continental Ins. Co. 241 ex-d.		\$1,000 Mutual Gas Light Co.	
21 Bridgeport Gas Light Co. 146		1st mort. 6s.	102 & int.
100 Mechanics' Nat. Bank	151 1/2	\$500 N. Y. Co. Accumulated	
50 Pacific Bank	158 1/2	Debt 7s., due 1884 104 1/2 & int.	
20 Franklin & Empor.	118	\$5,000 Jersey City 7s. Water	
26 Montauk Fire Ins. Co.	108	Scrip, due 1891	110 1/2 & int.
50 Atlantic Avenue RR. Co.		\$4,000 Jersey City 6s Water	
of Brooklyn	161	Scrip, due 1891	105 & int.
10 Union Ferry Co.	171	\$6,000 Jersey City 7 1/2 40-year,	
5 Nat. B'k of State of N. Y. 134 1/2		due 1913	112 1/2 & int.
		\$10,000 Atlanta & Charlotte	
		Air Line RR. Co. Income. 7 1/2 int.	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Bald Eagle Valley.....	5	Feb. 1	Jan. 16 to Feb. 2
Central Pacific.....	5	Feb. 1	Jan. 16 to Feb. 1
Clev. Col. Cn. & Ind.....	2	Feb. 13	Jan. 17 to Feb. 16
Hannibal & St. Joseph pref.....	4	Feb. 1	Jan. 21 to Feb. 4
Marquette Houghton & Ont.....	3	Feb. 1	Jan. 21 to Feb. 1
Oregon R'y & Nav. (quar.).....	2½	Feb. 1	Jan. 21 to Feb. 1
St. Louis & San Fr'sco 1st pref.....	3½	Feb. 1	Jan. 21 to Feb. 1
Bank.			
Bank of the Metropolis.....	3½	On dem.	
Insurance.			
American Fire.....	5	Jan. 13	
American Exchange Fire.....	5	On dem.	
Clinton Fire.....	5	On dem.	
Continental.....	3½	On dem.	
Emporium Fire.....	6	On dem.	
Farragut Fire.....	6	On dem.	
Home Fire.....	5	On dem.	
N. Y. Equitable.....	5	Jan. 15	
Pacific Fire.....	7	On dem.	
Rutgers Fire.....	5	Feb. 1	
Standard Fire.....	3½	On dem.	
United States Fire.....	5	On dem.	
Miscellaneous.			
Fidelity and Casualty Co.....	4	On dem.	

NEW YORK, FRIDAY, JAN. 12, 1893-5 P. M.

The Money Market and Financial Situation.—The money market is quite easy, and the reports of railroad earnings are good, but the stock market remains very dull and prices are barely maintained. For the first eleven days of this year the total number of shares sold at the stock board was as follows:

1892.	1893.	1892.	1893.
Jan. 2.....	Shares.	Jan. 8.....	Shares.
" 3.....	442,375	" 9.....	328,672
" 4.....	518,712	" 10.....	427,618
" 5.....	478,584	" 11.....	416,069
" 6.....	573,032		146,583
" 7.....	324,227	Sunday.	
		Total.....	3,409,289
			2,510,845

It is not difficult to account for the relatively small business in stocks by two facts—first, that the last four months of 1892 entailed considerable losses on a large number of moderate operators, and, secondly, that the railroad kings and their immediate followers have so far done nothing this year to stimulate an advance in the general market. Upon the whole, it is more favorable to have a quiet opening at the beginning of the year than to have a fictitious activity and unhealthy advance to be followed by a speedy collapse in prices. Nothing is more damaging to a steady legitimate commission business in stocks than a false movement, bolstered up by untrue or exaggerated reports or estimates, which lasts but a short time and then breaks down as rapidly as it was forced upward.

In the year 1893 it is hoped that the course of prices in the stock market will be guided by rational influences, and that any advance which may take place in one stock or another will be based on a fair estimate of the value of that stock as it may be affected by the earnings of the road, the character of the company's management, alliances with other strong companies, &c., &c.

The money market is abundantly supplied with funds, and call loans on stock collaterals have ranged at 4@6 per cent, while Government bond dealers have paid 2@3 per cent, and prime commercial paper sells at 5½@6 per cent.

The Bank of England weekly statement on Thursday showed a gain of £264,000 in specie for the week, and the percentage of reserve to liabilities was 37 11-16, against 29½ the previous week; the discount rate remains at 5 per cent. The Bank of France lost 7,425,000 francs gold and 3,200,000 francs silver.

The New York City Clearing-House banks in their statement of Jan. 6 showed an increase of \$1,261,825 in their surplus reserve, the total surplus being \$4,637,325, against \$3,375,400 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1893.	Differences fr'm	1892.	1891.
	Jan. 6.	previous week.	Jan. 7.	Jan. 8.
Loans and dis.	\$317,419,200	Inc. \$6,348,000	\$319,110,400	\$304,080,200
Specie.....	60,152,800	Dec. 2,525,700	61,514,000	61,948,900
Circulation.....	17,537,600	Dec. 87,900	20,209,000	18,426,200
Net deposits.....	302,881,100	Inc. 11,217,500	299,500,400	285,787,700
Legal tenders.....	20,204,700	Inc. 1,540,500	16,678,500	17,817,400
Legal reserve.....	\$75,720,275	Inc. \$2,804,375	\$74,875,100	\$71,446,925
Reserve held.....	80,357,500	Inc. 4,066,200	78,192,800	75,766,300
Surplus.....	\$4,636,225	Inc. \$1,261,825	\$3,317,700	\$4,319,375

Exchange.—Foreign exchange is firmer on a good demand from bankers and merchants, and the supply of commercial bills is not sufficient to keep rates down. To-day on actual business prime bankers' 60 days sterling bills sold at \$4 81¼ @ 4 81½; demand, \$4 85¼ @ 4 85½; and cables, \$4 86¼ @ 4 85½. Continental exchange was firm as follows, viz.: Francs, \$5 23½ @ 5 22½ and \$5 20 @ 5 19½. Reichsmarks, 94½ @ 94½ and 95½ @ 95½. Guilders, 39¾ and 40¼.

Domestic bills on New York were quoted to-day as follows at the places named: Savannah buying ¼ dis., selling par @ 1½ prem.; Charleston, buying ¼ dis., selling par @ 1½ dis.; New Orleans commercial, 75@100 dis., bank par; Chicago, 50@75 prem.; St. Louis, 25 dis.; Boston, 25@30 prem.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

	Jan. 12.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.....	4 81 @ 4 82	4 84¼ @ 4 86	4 84 @ 4 84¼
Prime commercial.....	4 80 @ 4 80½	4 84 @ 4 84¼	4 83 @ 4 84
Documentary commercial.....	4 79¼ @ 4 80	5 20 @ 5 18½	5 20 @ 5 18½
Paris (francs).....	5 23½ @ 5 22½	39¾ @ 39¾	40 @ 40¼
Amsterdam (guilders).....	94½ @ 94½	95½ @ 95½	
Frankfort or Bremen (reichsmarks).....			

United States Bonds.—There has been a very fair business kept up in government bonds, and the demand from banks and investors is larger than was expected after the year had turned. Of course the action of Congress at this session may have much to do with the course of governments, and it remains to be seen what the tendency of legislation will be.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Jan. 6.	Jan. 8.	Jan. 9.	Jan. 10.	Jan. 11.	Jan. 12.
5s, continued at 3½.....	Q.-Feb. '102	*102	*102	*102	*102	*102	*102
4½s, 1891.....	reg. Q.-Mar. '113½	113½	113½	113½	113½	113½	113½
4½s, 1891.....	coup. Q.-Mar. '113½	113½	113½	113½	113½	113½	113½
4s, 1907.....	reg. Q.-Jan. '119½	119½	119½	119½	119½	119½	119½
4s, 1907.....	coup. Q.-Jan. '119½	119½	119½	119½	119½	119½	119½
3s, option U.S. 1895.....	reg. Q.-Feb. '103½	103½	103½	103½	103½	103½	103½
6s, cur'ey, 1895.....	reg. J. & J. '129	*129	*129	*129	*129	*129	*129
6s, cur'ey, 1896.....	reg. J. & J. '130	*130	*130	*130	*130	*130	*130
6s, cur'ey, 1897.....	reg. J. & J. '131	*131	*131	*131	*131	*131	*131
6s, cur'ey, 1898.....	reg. J. & J. '132	*132	*132	*132	*132	*132	*132
6s, cur'ey, 1899.....	reg. J. & J. '132	*132	*132	*132	*132	*132	*132

*This is the price bid at the morning board; no sale was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Jan. 6.....	\$ 1,256,786 74	\$ 1,345,198 93	\$ 111,641,147 19	\$ 5,295,578 01
" 8.....	1,353,272 12	1,205,026 12	111,745,300 38	5,339,670 82
" 9.....	1,223,989 75	907,605 73	112,209,403 20	5,191,952 02
" 10.....	1,126,703 69	865,393 36	112,370,149 17	5,272,516 38
" 11.....	839,875 49	1,244,478 10	111,921,404 09	5,306,658 85
" 12.....	865,623 72	839,783 81	111,777,163 65	5,476,639 20
Total.....	6,666,151 51	6,437,486 05		

State and Railroad Bonds.—Tennessee had a Treasurer; where is that Treasurer now? For years the State of Tennessee had been toying with her creditors as a cat toys with a mouse; she had taught her State officers that the funds collected and properly applicable to interest should not be paid to the bondholders, but the bondholders were merely permitted to know that the State had the money and that they could not get it. Finally, Treasurer Polk, becoming confused in his mind as to who really did own the money, put some of it where he thought it would grow the fastest, namely, in margins on the stock of Memphis & Charleston, a good Tennessee railroad. He became very "long" of M. & C. stock, but short in his accounts about \$400,000; and now a great cry of indignation is heard in Nashville against the Treasurer, who had learned his lesson too well, and Tennessee, with pistols and guns, pursues poor Polk over her borders into a neighboring State and arrests him there, among the prickly pears, near San Antonio. Consistency, thou art a jewel!

There has been some activity in Southern State bonds, partly owing to the Arkansas decision, and North Carolina special tax sold to-day quite freely at 9 to 9¼; South Carolina non-fundable, 7½; Virginia 6s deferred, 14¼; Louisiana consol 7s. ex-coup, 65½; Arkansas 7s, Central Railroad issue, 20.

Railroad bonds have been in fair demand on well distributed investment orders, but prices this week do not, as a rule, show a tendency to advance towards much higher figures.

Railroad and Miscellaneous Stocks.—The stock market has been devoid of animation, and in the absence of active purchasing the prices of some stocks are barely maintained. It is probable that all parties are waiting to see how business affairs start out in the current year, and if everything promises well in commercial affairs as time goes on, the general interest in the stock market will increase.

Railroad earnings for the year 1892 are published to-day on another page and make a very creditable exhibit, considering the small crops of the previous year and the war in rates which existed in the early months.

The Southern railroads must have a great deal more cotton to transport between this time and the first of May than they had last year, and in the West, corn will be a much heavier item than in 1892.

It seems highly probable that the litigation between the Western Union and Mutual Union telegraph companies, and that between the Metropolitan and Manhattan elevated roads, will be settled before long, as it will become too unprofitable to keep it up. These matters being adjusted would remove one of the small clouds which has for some time been hanging over the market.

Nothing more has been heard definitely of the consolidation among the Gould roads rumored to be in contemplation, but it is more than likely that some change will take place in that direction.

President Dowd, of the Hannibal & St. Jo, says that the following is an approximate statement of the result of the year's business, viz.: Gross earnings 1892 about \$2,418,000; expenses, \$1,374,000; giving an increase in net earnings over 1891 of about \$171,000. The percentage of operating expenses will be a little less than 57 per cent, as against 63 per cent for 1891.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week. Shares.	Range Since Jan. 1, 1883.		For Full Year 1882.	
	Saturday, Jan. 6.	Monday, Jan. 8.	Tuesday, Jan. 9.	Wednesday, Jan. 10.	Thursday, Jan. 11.	Friday, Jan. 12.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Atchafalpa & Santa Fe.	79 79	79 79	79 79	79 79	79 79	79 80	1,280	79 Jan. 3	80 1/2 Jan. 12	84	85 1/2
Boston & N. Y. Air Line, pref.	82 82	82 82	82 82	81 81	82 83 1/2	81 81	161	82 Jan. 6	83 Jan. 6	67	85 1/2
Burlington Cedar Rap. & N. O.	67 67	67 63	67 63	67 63	67 63	67 63	11,945	65 Jan. 3	68 1/2 Jan. 4	44	73
Canada Southern	15 15	15 15	15 15	15 15	15 15	15 15	25	15 Jan. 3	15 Jan. 3	14	30
Cedar Falls & Minnesota.	22 22	22 22	22 22	22 22	22 22	22 22	200	22 Jan. 3	22 Jan. 3	27	37
Central Iowa	70 70	69 70	70 71	69 70	69 70	70 71	22,500	68 1/2 Jan. 2	70 1/2 Jan. 3	57	87 1/2
Central of New Jersey	86 87	86 87	87 87	87 87	87 87	87 87	14,080	85 1/2 Jan. 3	88 Jan. 3	83 1/2	92 1/2
Central Pacific	22 23	22 23	22 23	22 23	22 23	22 23	103	22 Jan. 2	23 1/2 Jan. 10	19 1/2	27
Chesapeake & Ohio.	33 33	31 35	32 35	33 35	33 35	33 35	630	30 1/2 Jan. 3	33 1/2 Jan. 5	27 1/2	41 1/2
Do 1st pref.	23 23	23 23	23 23	23 23	23 23	23 23	110	23 Jan. 3	23 1/2 Jan. 11	21	27
Do 2d pref.	135 135	135 135	136 136	136 136	135 135	136 136	439	134 1/2 Jan. 3	136 1/2 Jan. 9	127 1/2	142 1/2
Chicago & Alton	123 123	123 123	123 123	123 123	123 123	123 124	5,802	120 Jan. 3	124 1/2 Jan. 5	120	124 1/2
Chicago Burlington & Quincy	105 105	105 106	106 107	105 106	105 106	105 106	138,622	103 1/2 Jan. 3	107 Jan. 5	96 1/2	128 1/2
Chicago Milwaukee & St. Paul	121 121	121 121	122 122	121 121	121 121	121 121	110	122 Jan. 3	122 Jan. 3	114 1/2	144 1/2
Do	133 133	133 135	133 135	133 135	133 135	133 134	37,020	132 1/2 Jan. 3	134 1/2 Jan. 5	127 1/2	150 1/2
Chicago & Northwestern	149 150	148 149	148 149	147 148	148 148	148 148	2,844	145 1/2 Jan. 3	151 1/2 Jan. 5	136	160 1/2
Do pref.	124 124	126 127	126 126	124 124	124 124	124 124	9,110	123 Jan. 3	127 1/2 Jan. 5	122	140 1/2
Chicago Rock Isl. & Pacific.	84 84	84 84	84 84	84 84	84 84	84 84	16,750	80 Jan. 10	80 Jan. 10	68	84
Chicago St. L. & New Orleans	112 112	112 112	112 112	111 112	110 111	110 111	4,920	109 1/2 Jan. 3	113 1/2 Jan. 5	29 1/2	58 1/2
Chicago St. Paul Minn. & Om.	82 82	83 83	82 82	82 82	82 82	82 82	1,300	80 Jan. 2	84 Jan. 5	63 1/2	92 1/2
Do	139 140	139 139	139 139	138 139	139 139	139 139	104	139 Jan. 11	140 Jan. 2	133	140 1/2
Cincinnati Sandusky & Clev.	4 4	4 4	4 4	4 4	4 4	4 4	124	3 1/2 Jan. 2	4 1/2 Jan. 9	50	104 1/2
Cleveland Col. C. & Ind.	126 126	126 126	126 126	126 126	126 126	126 126	105,320	126 Jan. 3	129 1/2 Jan. 4	118 1/2	150 1/2
Cleveland & Pittsburgh guar.	44 44	44 44	44 44	44 44	44 44	44 44	210,762	39 1/2 Jan. 2	46 1/2 Jan. 4	38 1/2	74 1/2
Columbia & Green Bay pref.	89 89	89 89	89 89	89 89	89 89	89 89	1,685	89 Jan. 9	90 1/2 Jan. 8	82	96 1/2
Columbia Chic. & Ind. Central	17 17	17 17	17 17	17 17	17 17	17 17	2,200	17 Jan. 11	18 1/2 Jan. 2	15 1/2	26 1/2
Columbus Hocking Val. & Tol.	9 9	10 10	9 9	10 10	10 10	10 10	30	8 Jan. 2	8 Jan. 2	68	86 1/2
Delaware Lackawanna & West	10 10	10 10	10 10	10 10	10 10	10 10	200	10 Jan. 2	10 Jan. 2	29 1/2	42 1/2
Deliver & Rio Grande.	30 30	30 30	30 30	30 30	30 30	30 30	1,110	30 Jan. 3	32 Jan. 12	25	45 1/2
Dubuque & Sioux City	78 78	78 78	78 78	78 78	78 78	78 78	72	78 Jan. 3	82 Jan. 12	72	111 1/2
East Tennessee Va. & Ga.	143 143	143 143	143 143	143 143	143 143	143 143	5,630	141 Jan. 3	145 Jan. 3	91	92 1/2
Do	33 33	33 33	33 33	33 33	33 33	33 33	3,536	33 Jan. 3	35 Jan. 9	32 1/2	107 1/2
Evansville & Terre Haute	31 31	31 31	31 31	31 31	31 31	31 31	4,780	23 Jan. 3	32 1/2 Jan. 3	23 1/2	45 1/2
Fort Worth & Denver City	112 112	112 112	112 112	112 112	112 112	112 112	33,840	110 Jan. 3	114 1/2 Jan. 4	98	120 1/2
Green Bay Win. & St. Paul	112 112	112 112	112 112	112 112	112 112	112 112	60	60 Jan. 3	61 1/2 Jan. 11	49 1/2	63 1/2
Hannibal & St. Joseph	53 53	53 53	53 53	53 53	53 53	53 53	78,140	51 1/2 Jan. 2	55 1/2 Jan. 2	47 1/2	57 1/2
Do	44 47	44 47	47 49	47 49	47 49	47 49	600	47 Jan. 9	49 1/2 Jan. 9	40	60 1/2
Do 1st pref.	50 50	50 50	50 50	50 50	50 50	50 50	50	54 Jan. 3	58 Jan. 12	52	98 1/2
Do 2d pref.	83 83	83 83	83 83	83 83	83 83	83 83	200	83 Jan. 2	84 Jan. 2	80	86 1/2
Houston & Texas Central	78 79	80 80	78 81	77 79	80 80	81 82	1,110	72 Jan. 3	82 Jan. 12	72	111 1/2
Illinois Central	143 143	143 143	143 143	144 144	144 144	144 144	5,630	141 Jan. 3	145 Jan. 3	91	92 1/2
Indiana Bloom'g & Western	33 33	34 34	34 35	33 34	33 33	32 33	3,536	33 Jan. 3	35 Jan. 9	32 1/2	107 1/2
Lake Erie & Western	31 31	31 31	31 31	31 31	30 30	31 31	4,780	23 Jan. 3	32 1/2 Jan. 5	23 1/2	45 1/2
Lake Shore	112 112	112 112	112 112	112 112	112 112	112 113	33,840	110 Jan. 3	114 1/2 Jan. 4	98	120 1/2
Long Island	60 60	60 60	60 60	60 60	60 60	60 60	60	60 Jan. 3	61 1/2 Jan. 11	49 1/2	63 1/2
Louisville & Nashville	53 53	53 53	53 53	53 53	53 53	53 53	78,140	51 1/2 Jan. 2	55 1/2 Jan. 2	47 1/2	57 1/2
Louisville New Albany & Chic.	44 47	44 47	47 49	47 49	47 49	47 49	600	47 Jan. 9	49 1/2 Jan. 9	40	60 1/2
Manhattan	50 50	50 50	50 50	50 50	50 50	50 50	50	54 Jan. 3	58 Jan. 12	52	98 1/2
Do 1st pref.	83 83	83 83	83 83	83 83	83 83	83 83	200	83 Jan. 2	84 Jan. 2	80	86 1/2
Do 2d pref.	139 140	139 139	139 139	138 139	139 139	139 139	104	139 Jan. 11	140 Jan. 2	133	140 1/2
Manhattan Beach Co.	19 19	19 19	19 19	19 19	19 19	19 20	200	18 Jan. 2	19 Jan. 6	18	37 1/2
Memphis & Charleston	50 52	49 53	51 53	52 54	54 55	54 55	43,905	46 Jan. 3	55 Jan. 8	42 1/2	83 1/2
Metropolitan Elevated	82 82	83 85	85 85	85 85	85 85	85 85	1,000	82 Jan. 6	85 Jan. 8	77	93 1/2
Metropolitan Central	17 17	17 17	17 17	17 17	17 17	17 17	16,060	17 Jan. 11	18 1/2 Jan. 2	15 1/2	26 1/2
Milwaukee L. Sh. & Western	48 48	48 48	48 48	48 48	48 48	48 48	800	47 1/2 Jan. 3	48 1/2 Jan. 4	41 1/2	58 1/2
Do	28 28	28 28	28 28	28 28	28 28	28 28	900	27 1/2 Jan. 2	29 Jan. 4	19	36 1/2
Missouri Kansas & Texas	64 65	65 66	64 65	65 66	65 66	65 66	900	60 Jan. 3	65 1/2 Jan. 5	59	77 1/2
Missouri Pacific	102 103	102 103	102 103	102 103	102 103	103 103	43,840	100 Jan. 3	103 1/2 Jan. 5	96 1/2	112 1/2
Mobile & Ohio	19 19	19 19	19 19	19 19	19 19	19 19	2,010	100 Jan. 3	103 1/2 Jan. 5	86 1/2	112 1/2
Morris & Essex	124 124	124 124	124 124	123 123	123 123	123 123	937	118 Jan. 3	124 Jan. 5	123	135 1/2
Nashville Chattanooga & St. L.	125 125	125 125	125 125	125 125	125 125	125 125	9,600	122 1/2 Jan. 3	124 Jan. 3	119 1/2	128 1/2
New York Central & Hudson	125 125	125 125	125 125	125 125	125 125	125 125	80,336	125 Jan. 3	126 1/2 Jan. 3	124 1/2	127 1/2
New York Chic. & St. Louis.	14 14	14 14	14 14	14 14	14 14	14 14	5,160	14 Jan. 3	15 1/2 Jan. 5	10 1/2	17 1/2
Do	32 32	32 32	32 32	32 32	32 32	32 32	4,300	32 Jan. 2	35 Jan. 4	27	37 1/2
New York Elevated	40 40	40 40	40 40	40 40	40 40	40 40	129,500	37 1/2 Jan. 2	40 1/2 Jan. 3	35 1/2	44 1/2
New York Lake Erie & West.	50 50	50 50	50 50	50 50	50 50	50 50	3,600	50 Jan. 5	52 1/2 Jan. 9	45	60 1/2
New York & New England	170 170	170 170	170 170	170 170	170 170	170 170	61	171 Jan. 11	175 Jan. 10	168	188
New York New Haven & Hart.	26 26	26 26	26 26	26 26	26 26	26 26	1,032	25 1/2 Jan. 3	26 1/2 Jan. 4	20 1/2	31 1/2
New York Ontario & Western	48 48	48 48	48 48	48 48	48 48	48 48	3,400	47 1/2 Jan. 3	49 Jan. 9	44 1/2	60
Norfolk & Western	48 48	48 48	48 48	48 48	48 48	48 48	71,218	46 1/2 Jan. 3	49 1/2 Jan. 9	28 1/2	54 1/2
Northern Pacific	85 85	85 85	85 85	85 85	85 85	85 85	16,119	83 1/2 Jan. 3	86 1/2 Jan. 9	66 1/2	100 1/2
Ohio Central	13 13	13 13	13 13	13 13	13 13	13 13	2,065	12 1/2 Jan. 3	13 1/2 Jan. 9	5 1/2	12 1/2
Ohio & Mississippi	33 33	32 33	33 33	33 33	33 33	32 32	5	31 Jan. 3	34 Jan. 9	21	42 1/2
Ohio Southern	13 13	13 13	13 13	13 13	13 13	13 13	350	11 1/2 Jan. 5	13 1/2 Jan. 6	11	23 1/2
Oregon & Trans-Continental.	85 85	84 85	85 85	85 85	84 85	85 85	21,081	82 1/2 Jan. 3	86 1/2 Jan. 5	60	98 1/2
Panama, Trust Co. certificates	27 27	27 27	27 27	27 27	27 27	27 27	1,650	26 Jan. 3	27 1/2 Jan. 3	22 1/2	29 1/2
Peoria Decatur & Evansville	54 56	54 56	55 56	54 55	54 55	55 55	37,400	52 1/2 Jan. 2	56 1/2 Jan. 9	46 1/2	

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Louisiana—Continued—			N. Carolina—6s, old, J. & J.	30		South Carolina—		
Class A, 3 to 5, 1906...	83	84	Ex-matured coupon...	66		old, A. & O.	30		6s, Act Mar. 23, 1869 ³	6	10
Class A, 3 to 5, small...	85		Michigan—	115		No. Carolina R.R., J. & J.	155		non-fundable, 1888.		
Class B, 6s, 1906...	85		Missouri—			Do A. & O.	155		Brown consols 6s, 189	102	103½
Class C, 4s, 1900...	102		6s, due 1882 or 1883...	100		Do A. & O.	130		Tennessee—6s, old, 1892-8	41	45
6s, 10-20, 1900...	102		6s, due 1886...	106		Do coup. off. A. & O.	130		6s, new, 1892-3-1900...	41	44
6s, funded, 1899-1900...	28	31	6s, due 1887...	107		Funding act, 1866-1900	10		6s, new series, 1914	41	44
7s, L. Rock & F. S. 188	35	40	6s, due 1888...	107½		Do 1868-1898	10		Camp mise 3-4-5-6s, 1912	44½	46
7s, L. R. P. & N. O. R.R.	37		6s, due 1889 or 1890...	115		New bonds, J. & J., '92-8	15		Virginia—6s, old...	35	
7s, Miss. O. & R. R. R.R.	32		Asyl'm or Univ. due '92	114		Chatham R.R.	4	6	6s, new, 1867...	30	
7s, Arkansas Cent. R.R.	19	21	Funding, 1894-95...	118		Special tax, class 1, '08-9	8½		6s, consol. bonds...	73	
Connecticut—6s, 1885-4...	100		Hannibal & St. Jo., '86	109		Do class 2...	8½	9½	6s, ex-matured coupon...	54	
7s, new, 1886...	105		Do do do	87	109	Do class 3...	8½	9	6s, consol., 2d series...	48	
7s, endorsed, 1886...	105		New York—			Consol. 4s, 1910...	75	80	6s, deferred...	129½	14
7s, sold, 1890...	114	116	6s, gold, reg., 1887...			Small...	75		District of Columbia—		
7s, consol., 1914...	72½	73½	6s, gold, coupon, 1887...			Ohio—			3-6s, 1924...		
7s, small...	68		6s, loan, 1893...			6s, 1886...			Small bonds...		
			6s, loan, 1893...			Rhode Island—			Registered...		
						6s, coupon, 1893-99...	115		Funding 6s, 1899...		
									Do small...		
									Do registered...		

RAILROAD BONDS.

Railroad Bonds.		Bid.		Ask.		Railroad Bonds.		Bid.		Ask.		Railroad Bonds.		Bid.		Ask.	
(Stock Exchange Prices.)																	
Ala. Central—1st, 6s, 1918						Del. & H.—Continued—						Mill. & S.W.—1st, 6s, 1921		98½		98½	
Ala. Cent.—1st, 6s, 1922						Pa. Div., reg., 7s, 1917...		125				Min. & S.W.—1st, 7s, 1927		118½		118½	
Ala. T. & S. Fe.—1st, 7s						Alb. & Sme.—1st, 7s...		106½		106½		2d, 7s, 1909		110		110	
Sinking fund, 6s, 1911...						2d, 7s, 1885...		106½		106½		2d, 7s, 1891...		110		110½	
Atl. & Pac.—1st, 6s, 1910		93		95		1st, cons., guar. 7s, 1906		126				S.W. Ext.—1st, 7s, 1910		110		110½	
Balt. & O.—1st, 6s, Prk. Br.		112		113		Rens. & Sar.—1st, coupon		138½				Pac. Ext.—1st, 6s, 1921...		101½		101½	
Bost. Hart. & E.—1st, 7s		47		51		1st, reg., 1921...		107		108		Missouri Kan. & Tex.		84		84½	
Bur. C. Rap. & No.—1st, 6s		100½		101		Denvy & R.R.—1st, 1900		108				Cons. 6s, 1920...		107½		109	
Min. & S. L.—1st, 7s, 1910		120				1st, cons., 7s, 1910		89		90		Cons. 7s, 1904-5-6...		107½		109	
Iowa C. & West.—1st, 7s		111				Denvy So. P. & Pac.—1st, 7s		97		100		Cons. 2d, income, 1911...		58		59	
C. Rap. & N. O.—1st, 6s		110				Det. Mac. & Marq.—1st, 6s		93½				H. & Cent. Mo.—1st, 90		104			
Central Iowa—1st, 7s, '99		110		112		Land grant, 3 s. S. A.		115		116		Mo. & Ohio—New, 6s		104		106	
Char. Col. & Aug.—1st, 7s		106½				E. T. V. & A.—1st, 7s, 1910		72		72½		Collat. Trust, 6s, 1892...		100			
Ches. & Ohio—Pur. Mar. 1910		107½				1st, cons., 5s, 1930...		92				Nash. Chat. & S. L.—1st, 7s		115½			
6s, gold, series A, 1908...		107½				Div. 6s, 1930...		92				2d, 6s, 1901...		10			
6s, gold, series B, 1908...		107½				Eliz. C. & N. S. L., deb. 6s		96		96		2d, 6s, 1900...		107		108	
6s, currency, 1918...		107½				Eliz. C. & N. S. L., deb. 6s		93		95		6s, real estate, 1883...		101			
6s, gold, series B, 1908...		107½				4th, 7s, 1883...		107½				6s, subscription, 1883...		101			
6s, currency, 1918...		107½				5th, 7s, 1888...		107½				N. Y. C. & H.—1st, cp. 7s		129½		131	
6s, gold, series B, 1908...		107½				1st, cons., gold, 7s, 1920		129		129½		1st, reg. 1903...		129½		131	
6s, currency, 1918...		107½				2d, cons., gold, 7s, 1920		129		129½		Huds. R.—7s, 2d, s.f., '85		106			
6s, gold, series B, 1908...		107½				3d, 7s, 1905...		115		120		Can. So.—1st, int. g. ar. 5s		95½		95½	
6s, currency, 1918...		107½				Long Dock b'ds, 7s, '93...		128				Harlem—1st, 7s, coupon		128			
6s, gold, series B, 1908...		107½				Buff. N. Y. & E.—1st, 6s		128				1st, 7s, reg. 1910...		114½		114½	
6s, currency, 1918...		107½				N. Y. L. & E.—New 2d 6		96½		97½		N. Y. Elev'd—1st, 7s, 1906		114½		114½	
6s, gold, series B, 1908...		107½				Buff. & S. W.—M. 6s, 1908		98				N. Y. P. & O.—Pr. l. 6s, '95		50		52	
6s, currency, 1918...		107½				Ev. & T. H.—1st, cons. 6s		114				N. Y. C. & N.—Gen. 6s, 1910		50		52	
6s, gold, series B, 1908...		107½				Fit. & P. M. Rq.—M. 6s, 1920		107				Trust Co. receipts, 1917		50			
6s, currency, 1918...		107½				Gal. Har. & S. Ant.—1st, 6s		107				N. Y. & New Eng.—1st, 7s		50			
6s, gold, series B, 1908...		107½				2d, 7s, 1905...		107				1st, 6s, 1905...		97½		97½	
6s, currency, 1918...		107½				Gr. N. W. & S. P.—1st, 6s		107				Nevada Cent.—1st, 6s...		102½		102½	
6s, gold, series B, 1908...		107½				Hous. & T. C.—1st, M. L. 7s		108		108½		Registered, 6s, 1921...		102½		102½	
6s, currency, 1918...		107½				1st, West. Div. 7s...		108½		108½		N. O. Pac.—1st, 6s, 1920		100½		100½	
6s, gold, series B, 1908...		107½				1st, Waco & N. 7s...		109½		109½		Norfolk & W.—G. l. 6s, 1931		116		116½	
6s, currency, 1918...		107½				2d, Waco & N. 7s...		121½				Ohio & Miss.—Consol. s. l.		116		116½	
6s, gold, series B, 1908...		107½				General, 6s, 1921...		99				Consolidated 7s, 1897...		116		116	
6s, currency, 1918...		107½				Hous. E. & W. Tex.—1st, 7s		112				Ohio So.—1st, 6s, 1921...		88½		88½	
6s, gold, series B, 1908...		107½				Ill. Cent.—Sp. Div. Cp. 6s		112				Oreg. N. Cal.—1st, 6s, 1921		88½		88½	
6s, currency, 1918...		107½				Ind. & N. W.—1st, 6s, 1919		112				Panama & C. Can.—1st, 6s		99		102½	
6s, gold, series B, 1908...		107½				C. St. L. & N.—Ten. 7s		112				Penn. Dec. & E. V.—1st, 6s		99		102½	
6s, currency, 1918...		107½				1st consol., 7s, 1897...		112				Evans Div. 1st, 6s, 1920		96½		96½	
6s, gold, series B, 1908...		107½				2d, 7s, 1907...		110		120		Pac. R.Rs.—Cen. P.—G. 6s		113½		113½	
6s, currency, 1918...		107½				Gold, 5s, 1931...		103½				San Joaquin Branch...		108½		108½	
6s, gold, series B, 1908...		107½				Ind. Div. 7s, 1897...		113				St. Joe & Ind.—1st, 6s		102½		103	
6s, currency, 1918...		107½				Ced. F. & Minn.—1st, 7s		113				State Aid b'ds, 7s, '84		105		105½	
6s, gold, series B, 1908...		107½				Ind. Bl. & W.—1st, 7s		114				Land grant bonds, 6s...		105		105½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		West. Pac.—Bonds, 6s...		110		110	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		St. Pac. of Cal.—1st, 6s...		103½		103½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Union Pacific—1st, 6s...		113½		113½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Land grants, 7s, '87-9		118		120	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Sinking funds, 8s, '93...		118		120	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Registered 8s, 1893...		118½		120	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Consol. 6s, 1909...		118½		120	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Kans. Pac.—1st, 6s, '95		110		110	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		1st, 6s, 1896...		108		108	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Den. Div. 6s, s.d. '99		107		107½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		1st consol. 6s, 1919...		107		107½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Cen. P. P. C. & C.—1st, 6s		100		100	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		At. C. & P.—1st, 6s, 1905		92		93½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		At. J. Co. & W.—1st, 6s		99		100	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Oreg. Short L.—1st, 6s		99		100	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Ut. So.—Gen. 7s, 1909		105		105	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Ext. 1st, 7s, 1909		105		105	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Mo. Pac.—1st, cons., 6s...		101		101½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		3d, 7s, 1906...		109		109½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Pacific of Mo.—1st, 6s		107½		107½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		2d, 7s, 1891...		111		113	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		St. L. & S. F.—2d, 6s, cl. A		96		97½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		4-6s, class C, 1906...		93		93	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		4-6s, class B, 1906...		93		93	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		6s, Peirce C. & O.		102		103	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Equipment, 7s, 1895...		102		103	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		St. Pac. of Mo.—1st		102		103	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Tex. & Pac.—1st, 6s, 1905		103		103	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Consol., 6s, 1905...		92		92	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Income & Ld. gr. reg.		57½		57½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Consol. 1st, 6s, 1930		84½		84½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Pennsylvania R.R.					
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Pa. Co. gu. r. 4½s, 1st		95		95	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Registered, 1921...		95		95	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		Pitt. C. & S. L.—1st, c. 7s		101		101	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		1st, reg. 7s, 1900...		101		101	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		2d, 7s, 1913...		101		101	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		Pitts. Ft. W. & Ch.—1st		135½		136½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		2d, 7s, 1912...		129		130½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		3d, 7s, 1912...		129		130½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, currency, 1918...		107½				Ind. 4-6s, 1909...		85		88		1st, 7s, 1912...		129		130½	
6s, gold, series B, 1908...		107½				Ind. 4-6s, 1909...		85		88							

New York Local Securities.

Bank Stock List.				Insurance Stock List.			
COMPANIES.				COMPANIES.			
Marked thus (*) are not National.	Par.	Bid.	Ask.	Marked thus (*) are not National.	Par.	Bid.	Ask.
America*	100			American	50	148	155
Amer. Exchange	100	130		Amer. Exchange	100	105	110
Bowery	100			Bowery	25	170	190
Broadway	25			Broadway	25	160	175
Butchers & Drov's	25			Brooklyn	17	160	190
Central	100			Citizens	20	140	160
Chase	100			City	70	115	120
Chatham	25			Clinton	100	120	130
Chemical	100			Commercial	50	95	100
Citizens	25			Continental	100	230	240
City	100			Eagle	40	210	220
Commerce	100	151		Empire City	100	70	80
Continental	100			Exchange	30	90	100
Corn Exchange	100	160		Farragut	50	117	125
East River	25			Firemen's	17	80	90
Elevated Water	100			Firemen's Tr.	100	70	80
Fifth	100			Franklin & Emp.	100	115	120
Fifth Avenue*	100			German-American	100	180	190
First	100			Germania	50	140	147
Fourth	100			Globe	50	110	120
Fulton	30	135		Greenwich	25	250	280
Gallatin	50			Guardian	100	60	65
German American*	75	95		Hamilton	15	115	120
German Exchange*	100			Hanover	50	130	140
Germania*	100	125	150	Hoffman	50	80	85
Greenwich*	25			Home	100	140	145
Hanover	100	135		Howard	50	80	85
Imp. & Traders*	100	253		Importers & Trad's	50	75	80
Irving	100			Jefferson	30	125	130
Island City	50			Kings Cnty (Bkn.)	20	180	210
Leather Mann's	100	150		Knickerbocker	40	72	80
Manhattan*	50			Lamar	100	70	80
Marine	100	135		Long Is'd (B'klyn)	100	105	110
Market	100			Lorillard	25	53	60
Mechanics	25	153		Manuf. & Build.	100	107	113
Mechanics & Trads	25	95		Manhattan	100	40	60
Mercantile	100	115		Mechanics & Traders	50	120	130
Mercantants*	100			Mechanics (Bklyn)	50	130	140
Mercants Exch	50			Mercantile	50	65	75
Metro polis*	100	160		Mercants	50	100	110
Murray Hill	100			Montauk (Bklyn.)	50	105	110
Nassau	100			Nassau (Bklyn.)	50	140	150
New York	100	145 1/2	155	National	37 1/2	100	108
N. Y. Nat. Exch.	100			N. Y. Equitable	35	145	150
Ninth	100	120		N. Y. Fire	100	80	90
North America*	100			New York City	100	60	65
North River	30			Niagara	50	165	180
Oriental*	25			North River	25	103	108
Pacific	50			Pacific	25	160	175
Park	100			Park	100	110	120
People's*	25			Peter Cooper	20	160	175
Phoenix	20	95		People's	50	117	120
Produce*	50			Phoenix	50	145	150
Republic	100			Phosphor	100	87	95
St. Nicholas	100	14		Republic	100	75	85
Seventh Ward	100	160		Rutgers	25	120	140
Second	100			Standard	50	100	110
Shoe & Leather	100			Sterling	100	50	60
State of New York	100			Stuyvesant	25	115	125
Third	100			Trade-men's	25	80	85
Tradesmen's	40	115		United States	25	125	135
Union	50	157		Westchester	10	120	140
United States	100	150		Williamsburg City	50	220	260
Wall Street	50	102 1/2					
West Side*	100						

Gas and City Railroad Stocks and Bonds.

(Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.)

GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Brooklyn Gas Light	25	2,000,000	Var's	5 c.	Nov., '82	107	112
Citizens Gas-L. (Bklyn.)	20	1,200,000	Var's	5 c.	Jan., '83	70	75
Bonds	1,000	315,000	F. & A. O.	3 1/2	Oct., '82	105	110
Harlem	50	1,850,000	F. & A. O.	3	Aug., '82	92	95
Jersey City & Hoboken	20	750,000	J. & J.	7 1/2	July, '82	155	160
Manhattan	100	4,000,000	M. & N. S.	6	Aug., '82	155	160
Metropolitan	100	2,500,000	M. & N. S.	6	Aug., '82	183	188
Bonds	500	750,000	F. & A. O.	3	Jan., '83	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2 1/2	Jan., '83	107	109 1/2
Bonds	1,000	1,000,000	M. & N. S.	6	Jan., '82	102	105
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '81	50	55
Scrap	Var's	700,000	M. & N. S.	3 1/2	Nov., '82	90	95
New York	100	4,000,000	M. & N. S.	5	Nov., '82	112	114
People's (Bklyn.)	100	1,000,000	J. & J.	3 1/2	Jan., '83	76	80
Bonds	1,000	375,000	M. & N. S.	6	Jan., '82	108	110
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	466,000	F. & A. O.	3	Aug., '82	75	85
Williamsburg	50	1,000,000	Quar.	1 1/2	Feb., '82	50	55
Bonds	1,000	1,000,000	F. & A. O.	3	Oct., '82	100	102
Metropolitan (Bklyn.)	100	1,000,000	M. & N. S.	6	Nov., '82	78	80
Municipal	100	3,000,000	M. & N. S.	6	Nov., '82	165	170
Fulton Municipal	100	750,000	M. & N. S.	6	1888	106	110
	100	1,500,000				60	70

(Quotations by H. L. Grant, Broker, 145 Broadway.)

					*		
B'klyn St. & Fult. F.—Stk	100	900,000	J. & J.	3 1/2	Jan., '83	24	27
1st mort.	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—Stk	1,000	2,100,000	Q.—J.	2	Jan., '82	145	147
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3 1/2	Nov., '82	208	215
1st mort.	1,000	300,000	M. & N. S.	7	Jan., '83	102	110
Br'dway B'klyn.—Stock	100	200,000	Q.—J.	6	Jan., '83	190	200
Bklyn. Cross-town—Stock	100	400,000	Q.—J.	6	Jan., '83	190	200
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushwick Av. (Bklyn)—Stk	100	500,000	J. & J.	6	Jan., '83	150	155
Cons. Pl. N. & E. Ry.—Stk	100	1,800,000	J. & J.	6	Jan., '83	145	147
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'rd 10th St.—Stk	100	650,000	F. & A.	2 1/2	Aug., '82	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. & B'klyn.—Stk	100	1,200,000	Q.—F.	4	Nov., '82	250	265
1st mort., consol.	500 & c.	900,000	J. & D.	7	June, '83	117	117 1/2
Elgin Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	250	250
1st mort.	1,000	400,000	J. & J.	7	June, '84	100	110
42d & Grnd St. Fry—Stk	100	748,000	M. & N. S.	6	Nov., '82	250	250
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Cross-town—Stk.	100	600,000	M. & N. S.	7	Nov., 1904	103	105
1st mort.	1,000	200,000	M. & N. S.	7	Nov., 1904	103	105
Hous. W. St. & P. Fy.—Stk	100	250,000	J. & J.	7	July, '94	108	112
1st mort.	500	500,000	J. & J.	7	July, '94	108	112
Second Av.—Stock	100	1,200,000	J. & J.	5	Jan., '83	180	185
3d mort.	1,000	159,500	A. & O.	7	April, '83	103	108
Consol. conv.	1,000	1,050,000	M. & N. S.	7	Nov., '88	104	108
Extension	500 & c.	200,000	M. & N. S.	7	Sept., '89	180	185
6th Av.—Stock	100	750,000	M. & N. S.	7	Nov., '89	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Nov., '82	270	280
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	115
Twenty-third St.—Stock	100	600,000	J. & A.	4	Aug., '82	154	161
1st mort.	1,000	250,000	M. & N. S.	4	May, '93	113 1/2	116

* This column shows last dividend on stocks, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
BOSTON.							
Atch. & Topeka—1st, 7s.				Cam. & Amboy—6s, c. '83	101 1/2		
Land grant, 7s.				6s, coup., 1889	105		
Atlantic & Pacific—6s	92 1/2	92 1/2		Mort., 6s, 1889	112	113	
Income	18 1/2	18 1/2		Cam. & Atl.—1st, 7s, g. '93	102		
Boston & Maine—7s				Cons. 6 p. c.	110		
Boston & Albany—7s				Cam. & Burl. Co.—6s, '97	110		
Boston & Lowell—7s				Catawissa—1st, 7s, con. c.	117		
6s.				Chat. M., 10s, 1888	121	123	
Boston & Providence—7s				New Tr. reg. & coup.	119		
Burl. & Mo.—Ld. gr., 7s	115 1/2			Chart. R. V.—1st, 7s, 1901	119		
Nebraska, 6s.	103			Connect'g 6s, cp., 1900-04	119	123	
Nebraska, 6s.	103	82 1/2		Delaware—6s, reg. & cp. V.	125	126 1/2	
Chic. Burl. & Q.—D. Ex.	83			Del. & Bound Br.—1st, 7s	125		
Conestoga & Passumpsic—7s.	32			East Penn.—1st, 7s, 1888	125		
Connoton Valley—6s	31			East Penn.—1st, 6s, 1910	115		
5s.	31			El & Wmspt—1st, 6s, 1920	115		
California Southern—6s.	65			5s, perpetual	100		
Fort Scott & Gulf—7s	109 1/2	109 1/2		Harrisburg—1st, 6s, 1888	100		
Hartford & Erie—7s	111 1/2			H. & L. P. C., 1st, 7s, r., 1890	89	90	
K. City Lawr. & So.—5s.	104 1/2			Cons. 5s, 1895	89	90	
Little B. & Ft. S.—7s, 1st	113 1/2	114		Ithaca & Ath.—1st, lat. 7s	115 1/2		
Mass. Central—6s	25 1/2	26		2d, 6s, 1900	120		
Mexican Central—7s	74	74 1/2		Junction—1st, 6s, 1882	120		
N. Y. & N. England—6s.	104 1/2			Lehigh V.—1st, 6s, reg. '98	120		
N. Mexico & So. Pac.—7s	113 1/2			1st, 6s, coup., 1898	120		
Ogden & L. Ch.—Con. 6s	113 1/2			2d, 7s, reg. 1910	133 1/2		
Income				Cons. 6s, reg., 1923	119		
Old Colony—7s				Cons. 6s, reg., 1919	119		
Pueblo & Ark. Val.—7s	113 1/2			N. O. Pac.—1st, 6s, cp., '85	119 1/2		
Rutland—6s, 1st.	104 1/2	104 1/2		No. Penn.—1st, 6s, cp., '85	119 1/2		
Sonora—7s	104 1/2			2d, 7s, cp. 1896	119 1/2		
T. Clin. & St. L.—1st, 6s	10 1/2			Gen. 7s, reg., 1903	124		
Income				Debutenture 6s, reg.	103		
Dayton Division				Norfolk & West.—Gen. 6s	102 1/2		
Main line				Pennsylv.—Gen. 6s, reg.	124	125	
STOCKS.							
Atchison & Topeka	86	86 1/2		Cons. 6s, cp., 1910	117 1/2		
Boston & Albany	174 1/2	175		Cons. 6s, cp., 1905	117 1/2		
Boston Clinton & Fitch.	101 1/2	102 1/2		Cons. 6s, cp., 1905	117 1/2		
Boston & Lowell	101 1/2	102 1/2		Cons. 6s, cp., 1905	117 1/2		
Boston & Maine	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Boston & Providence	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Burl. & Mo.—Ld. gr., 7s	115 1/2			Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan	101 1/2	102 1/2		Cons. 6s, reg., 1905	117 1/2		
Chic. & West Michigan							

RAILROAD EARNINGS.

Roads.	Week or Mo	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1883.	1882.	1883.	1882.
Cent.Br.Un.Pac.	1st wk Jan	\$1,2828	\$11,924	\$1,2828	\$11,924
Chic. & Gr. Trunk	Wk. Jan. 6	44,587	24,764	44,587	24,764
Chic. Mil. & St. P.	1st wk Jan	343,000	326,055	343,000	326,055
Chic. & Northw.	1st wk Jan	313,100	348,400	313,100	348,400
Ch. St. P. Min. & O.	1st wk Jan	72,800	72,700	72,800	72,700
Denn. & Rio Gr.	1st wk Jan	89,000	121,300	89,000	121,300
Hamb. & St. Jo.	1st wk Jan	35,600	29,500	35,600	29,500
Ind. Bloom. & W.	1st wk Jan	58,334	39,659	58,334	39,659
Int. & Gt. North.	1st wk Jan	66,951	52,699	66,951	52,699
Long Island.	1st wk Jan	36,232	33,234	36,232	33,234
Louisv. & Nashv.	1st wk Jan	241,940	201,640	241,940	201,640
Min. L. Sh. & West	1st wk Jan	12,891	13,911	12,891	13,911
Mo. Kan. & Tex.	1st wk Jan	114,735	90,724	114,735	90,724
Missouri Pacific	1st wk Jan	149,000	127,000	149,000	127,000
N. Y. Elevated.	10 days Jan	7,016	72,014	7,016	72,014
Northern Pacific	1st wk Jan	105,630	81,549	105,630	81,549
Ohio Central.	1st wk Jan	118,200	55,406	118,200	55,406
Ohio Southern.	1st wk Jan	20,082	24,395	20,082	24,395
St. L. Iron Mt. & S.	1st wk Jan	9,280	6,516	9,280	6,516
St. L. & San Fran.	1st wk Jan	141,818	112,312	141,818	112,312
St. Paul & Dul.	1st wk Jan	137,300	154,770	137,300	154,770
St. Paul & Minn. & M.	1st wk Jan	18,384	15,137	18,384	15,137
Scioto Valley.	1st wk Jan	120,000	77,076	120,000	77,076
Texas & Pacific	1st wk Jan	8,291	7,456	8,291	7,456
Wab. St. L. & Pac.	1st wk Jan	118,295	72,981	118,295	72,981
		284,893	291,566	284,893	291,566

Roads.	Week or Mo	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1882.	1881.	1882.	1881.
Ala. Gt. Southern	November.	\$8,097	\$7,257	\$7,915	\$7,475
Atch. Top. & S. E.	November.	1,331,470	1,303,325	13,296,823	11,125,756
Buff. Pittsb. & W.	November.	86,817	60,759	827,897	620,125
Ch. & C. R. & N.	December	246,062	232,812	2,800,679	2,259,036
Cairo & St. Louis	3d wk Dec	9,415	10,964	372,717	419,137
Cent. Rap. & Mo. R.	October.	342,525	356,642		
Central of Ga.	November.	411,500	419,554		
Central Pacific	December.	1,968,000	2,225,179	25,713,150	24,094,099
Chic. & Aug.	3 wks Dec	141,457	132,711		
Chesap. & Ohio	3 wks Dec	157,300	134,776	3,269,297	2,636,938
Chicago & Alton	4th wk Dec	159,800	134,656	8,211,988	7,557,741
Chic. Bur. & C.	November.	2,199,421	1,816,133	19,523,744	18,270,965
Chic. & East. Ill.	4th wk Dec	27,011	34,380	1,773,022	1,640,451
Chic. & W. Mich.	2d wk Dec	26,223	25,666	1,422,612	1,253,710
Ch. Ind. St. L. & C.	December.	189,936	195,809	2,615,529	2,415,372
Cincinnati South	November.	242,932	225,937	2,341,342	
Ex. Akron & Col.	4th wk Dec	12,547	12,174	505,967	423,699
Chic. & Green.	3 wks Dec	133,172	142,311		
Ch. Hook. V. & T.	4th wk Dec	58,073		2,867,288	
Conn. & Val.	November.	20,905			
Danbury & Nor.	November.	18,097	17,604		
Denn. & R. Gr. W.	November.	36,168			
Des. M. & F. D.	3d wk Dec	7,751	7,550	310,042	393,127
Det. Lan. & No.	3d wk Dec	28,268	26,231	1,550,470	1,330,195
Det. & Sioux C.	4th wk Dec	17,705	24,623	1,141,411	1,110,039
Eastern	December.	249,391	218,308	3,415,840	3,187,415
E. Tenn. V. & C.	December.	338,697	302,957		
Eliz. L. & B. S.	November.	61,188		482,229	
Evan. & T. H.	4th wk Dec	12,494	13,515		
Flint & P. Marq.	4th wk Dec	65,494	55,894	2,156,927	1,875,146
Fl. W. & Denver.	4th wk Dec	5,632			
Grand Trunk.	Dec. 30	382,639	296,894		
Hay W. & St. P.	4th wk Dec	10,547	10,284		
Chic. & Col.	3 wks Dec	249,457	240,068	1,628,917	1,060,157
Hous. & E. W. Tex.	November.	25,405	18,487	240,790	143,886
Hous. & Tex. Cen.	November.	41,000	343,557		
Illinois Cen. (Ill.)	December.	543,092	583,085	6,914,867	6,733,955
Do (Iowa)	December.	153,959	180,390	1,916,414	1,852,442
Iowa Central.	December.	102,229	120,122	1,165,178	1,001,366
K.C. Ft. S. & Gulf	3d wk Dec	36,078	34,215	1,694,400	1,500,087
Le. & West'n	4th wk Dec	41,735	30,598	1,477,027	1,376,572
Le. R. Ft. Smith	December.	89,070	62,932		
L.R.M. Riv. & T.	December.	45,700	33,404		
Louis. N. A. & Ch.	November.	122,000	88,000		
Mar. Hough. & O.	November.	90,891	66,031	1,174,426	884,519
Mexican Cen.	3d wk Dec	4,631			
Do So. Div.	2d wk Dec	29,029		991,790	
Mexican Nat'l.	November.	77,209			
Mo. & St. Louis	December.	147,761	136,598		
Mobile & Ohio	December.	307,643	252,812	2,179,662	2,403,220
Nash. V. & St. L.	November.	181,336	152,059	1,746,693	1,902,131
N. Y. & N. Eng'd	2d wk Dec	60,400	55,807	3,277,529	2,689,910
N.Y.L.E. & West.	October.	1,819,010	1,814,866		
Norfolk & West.	December.	217,328	205,699	2,422,308	2,267,298
Northern Cen.	November.	526,885	487,169	5,310,173	4,967,077
Ohio & Miss.	November.	343,793	266,425		
Oregon Imp. Co.	December.	435,668		2,801,908	
Oregon R. & N. Co.	December.	275,900	378,755	4,955,500	4,408,680
Oregon & Cal.	November.	112,000			
Pennsylvania	November.	4,373,825	3,840,215	44,922,657	40,392,427
Poria Dec. & Ev.	3d wk Dec.	11,910	14,051	746,383	670,135
Philad. & Erie	November.	369,523	244,078	3,675,901	3,171,537
Phila. & Reading	November.	2,256,749	2,015,589	20,039,227	18,925,212
Do Cont. & Ir.	November.	1,657,792	1,482,780	14,029,258	12,716,153
Richm. & Danv.	3 wks Dec.	118,300	119,300	3,523,772	3,385,204
St. Johns. & L. C.	October.	26,444	22,222	129,548	178,616
St. L. A. L. & T. H.	4th wk Dec	34,110	32,345	1,371,532	1,424,803
Do (breth.)	4th wk Dec	21,720	26,892	873,788	756,024
South Carolina	November.	151,681	134,309	1,164,736	1,119,224
So. Pac. Cal. & N.	Septemb'r.	347,562		2,943,006	
So. Pac. of Ariz.	Septemb'r.	30,690		1,245,356	
So. & St. L.	Septemb'r.	168,810		1,557,575	
Tol. Cin. & St. L.	4th wk Dec	24,630	24,433	942,433	700,940
Union Pacific	December.	2,294,000	2,267,000	30,085,188	29,776,895
Utah Central.	November.	136,204	148,572	1,391,415	
Vicksburg & Mer.	November.	59,598	58,745	417,529	
Va. Midland.	3 wks Dec.	146,092	148,497	1,353,069	1,262,653
West Jersey	November.	68,856		1,036,948	
Wisconsin Cen.	December.	105,163	94,697		

Freight earnings only.

Included in Central Pacific earnings above.

Southern Division.

Coins.—The following are quotations in gold for various coins		Silver	
Sovereigns.	\$4 83 @ \$4 87	Silver 1/2 and 1/4.	99 1/2 @ par.
Double eagles.	3 83 @ 3 87	Five francs.	92 @ 95
1/2 Reichsmarks.	4 73 @ 4 75	Mexican dollars.	85 @ 85 1/2
1/4 Guilders.	3 95 @ 4 00	Do uncommenced.	84 @ 85
Spanish Doubloons.	15 55 @ 15 75	English silver.	4 75 @ 4 85
Mex. Doubloons.	15 50 @ 15 65	Pruss. silver thalers.	68 @ 70 1/2
Fin. silver bars.	1 08 1/2 @ 1 09 1/2	U. S. trade dollars.	99 1/2 @ 99 3/4
Fin. gold bars.	par @ 1 09 1/2	U. S. silver dollars.	99 1/2 @ par
Dimes & 1/2 dimes.	— 99 1/2 @ par		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Jan. 6:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	\$	\$	\$	\$	\$	\$
New York.....	2,000,000	8,836,000	1,888,000	34,000	8,134,000	496,000
Manhattan Co.....	2,050,000	8,102,000	1,470,000	639,000	7,543,000	754,000
Merchants' & Com.....	2,000,000	7,121,000	1,080,000	274,000	6,144,300	550,000
Mechanics.....	2,000,000	7,164,000	1,470,000	531,000	6,418,000	.....
Union.....	1,200,000	4,457,000	591,300	333,200	3,580,000	.....
America.....	3,000,000	8,553,400	927,400	478,500	7,049,100	1,100
Phoenix.....	1,000,000	2,675,000	603,000	81,000	2,389,000	267,800
City.....	1,000,000	7,192,100	2,783,900	221,000	7,888,000	.....
Tradesmen's.....	1,000,000	2,887,200	367,500	78,800	1,724,900	784,600
Fulton.....	600,000	1,583,800	329,800	59,500	1,207,000	.....
Chemical.....	300,000	1,512,000	3,913,400	50,800	1,827,100	.....
Merchants' Exch. Gallatin Nat'l.....	1,000,000	3,351,200	570,700	279,400	3,022,400	281,700
Butchers & Drov. Mechanics & Tr. Greenwich.....	300,000	1,582,400	1,080,000	138,400	1,541,400	238,000
Leather Man's State of N. York.....	600,000	2,990,700	402,800	338,800	2,491,000	772,800
Seventh Ward.....	300,000	1,185,000	287,300	60,300	1,295,200	21,800
.....	865,000	3,882,200	384,600	138,600	3,092,300	.....
American Exch. Commerce.....	5,000,000	13,497,000	2,091,000	404,000	10,593,000	.....
.....	5,000,000	16,332,400	3,784,400	183,900	11,551,100	860,100
Broadway.....	1,000,000	5,375,500	1,042,700	254,600	4,403,300	87,500
Irving.....	1,000,000	5,375,500	1,042,700	254,600	4,403,300	778,000
Pacific.....	422,700	2,301,200	386,600	20,200	2,353,600	.....
Republic.....	1,500,000	7,707,400	470,500	157,500	6,927,700	1,121,500
Chatham.....	200,000	900,000	306,300	37,800	595,900	40,000
People's.....	200,000	1,390,200	218,700	115,600	1,767,500	5,400
North America.....	700,000	2,850,700	255,000	188,000	2,809,900	.....
Hanover.....	1,000,000	8,070,500	1,795,400	70,000	8,840,400	530,400
Metropolitan.....	3,000,000	12,596,000	2,450,000	60,600	10,200,000	2,181,000
Citizens.....	600,000	2,303,300	531,400	229,300	2,718,300	165,500
Nassau.....	500,000	2,183,400	194,400	191,500	2,770,100	65,500
Market.....	500,000	2,884,900	407,300	138,700	2,371,900	448,000
St. Nicholas.....	500,000	2,339,300	246,500	85,300	2,080,500	.....
Shoe & Leather.....	500,000	3,288,000	642,000	220,000	3,314,000	44,000
Corn Exchange.....	1,000,000	4,381,600	57,400	207,000	3,248,600	4,000
Continental.....	1,000,000	5,975,600	1,542,800	210,500	6,424,600	609,200
Oriental.....	300,000	1,983,600	73,900	391,200	1,847,500	.....
Marine.....	400,000	2,344,000	753,000	248,000	3,241,600	570,000
Importers & Tr. Poland.....	1,500,000	20,094,400	5,533,000	428,600	24,736,300	1,329,000
Wall St. National.....	2,000,000	16,764,300	3,449,000	825,700	20,759,000	45,600
North River.....	240,000	1,481,000	19,000	224,000	1,447,000	.....
East River.....	250,800	1,049,700	106,700	158,900	910,100	2,050
Fourth National.....	3,200,000	18,072,000	3,330,300	811,000	16,171,500	540,000
First National.....	2,000,000	10,000,000	1,500,000	250,000	8,500,000	90,000
Second National.....	300,000	2,992,000	506,000	1,881,000	3,500,000	560,900
Ninth National.....	750,000	5,837,800	1,141,800	497,600	5,535,500	288,000
First National.....	500,000	15,120,000	3,258,000	1,000,000	12,062,000	470,000
Second National.....	1,000,000	10,000,000	1,500,000	250,000	8,500,000	90,000
N. Y. Nat. Exch. Bowery National.....	300,000	1,376,900	177,100	119,300	1,077,700	380,000
.....	250,000	1,890,000	298,800	215,200	1,824,800	285,000
New York County.....	750,000	6,820,000	1,200,000	215,200	5,614,800	125,000
Jersey Nat'l.....	75,000	2,651,500	331,600	81,400	2,338,400	150,000
Chase National.....	300,000	4,524,100	1,089,200	559,900	5,137,100	45,000
Fifth Avenue.....	100,000	1,068,000	372,900	160,200	1,014,300	.....
German Exch.	200,000	2,547,000	547,000	181,000	2,219,000	.....
.....	300,000	1,712,100	77,800	350,200	1,954,300	.....
U. S. Nat.	500,000	4,383,900	1,079,900	184,400	4,644,500	47,000
Lincoln Nat.	300,000	1,349,600	192,400	153,300	1,444,500	45,600
Total.....	90,882,700	317,419,300	60,158,300	20,204,700	302,381,100	17,537,600

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

Philadelphia & Reading.

(For the year ending Nov. 30, 1882.)

The annual meeting of the Philadelphia & Reading Railroad Company was held Jan. 9, in Philadelphia. There was no opposition to the Gowen ticket, which was re-elected by a stock vote of 329,329 shares, of which number Mr. Barton voted 75,000 shares, representing Mr. Vanderbilt. President, Franklin B. Gowen; Managers, J. B. Lippincott, Henry Lewis, I. V. Williamson, Eckley B. Cox, Edward C. Knight, Joseph B. Altemus. Treasurer, Samuel Bradford. Secretary, Albert Foster. Mr. Gowen presented his annual report, from which it appears that the payments made on deferred income bonds were as follows:

	England.	America.	Total.
First instalment.....	\$1,311,191	\$255,060	\$1,566,251
Second instalment.....	905,946	129,595	1,035,542
Third instalment.....	2,217,507	290,815	2,508,322
Fourth instalment.....	2,208,561	286,215	2,494,776
Total.....	\$6,643,505	\$961,686	\$7,605,491

Reference is made to the new "blanket" mortgage, securing \$80,000,000 of first series 5 per cent bonds, of which \$72,942,700 are reserved to meet prior liens. The report then says:

"An issue of \$10,000,000 of second series has been authorized by the managers, the bonds to run for fifty years from Feb. 1, 1883, in denominations of \$1,000 and \$500, with semi-annual coupons due August 1 and February 1, payable in Philadelphia and New York in gold, and in London in sterling, at the rate of four shillings and one penny to the dollar. The mortgage provides that \$69,903,910 out of the entire \$80,000,000 of second series bonds shall be reserved to meet the following obligations:

Mortgages and ground rents on parcels of the Philadelphia & Reading Railroad Company's real estate.....	\$1,936,007
Convertible bonds of the Philadelphia & Reading Railroad Company.....	10,422,900
Debtenture bonds of the Philadelphia & Reading R.R. Co.....	1,124,900
Debtenture bonds of the Philadelphia & Reading Coal & Iron Company.....	1,731,000
Mortgages and ground rents on parcels of the real estate of the Philadelphia & Reading Coal & Iron Company.....	694,133
Share capital and obligations of the leased lines of the Philadelphia & Reading Railroad Company, less amount owned by the company.....	53,994,970

Total to be reserved of second series.....\$69,903,910

"Since their election at the last annual meeting of the stockholders, the earnest attention of the managers has been directed to efforts to place the finances of the company on a sound basis and to terminate the receivership which has existed for nearly three years, during which the result of the business conducted by the receivers has been:

For the first year a loss of.....	\$1,209,986
For the second year a profit of.....	183,256
For the third year a profit of.....	882,941

"For the last year, or eighteen months, the only reason for the continuance of the receivership was the necessity of providing money for the large amount of new equipment and new work required by the rapidly-increasing traffic of the company. * * The total amount of income used by the receivers for capital accounts during the last three years has been as follows:

For new engines and cars.....	\$2,457,876
For new railroads, real estate, improvements, &c.....	2,139,850
Funded and floating debt paid.....	850,453
Total.....	\$5,448,179

"Had this amount of income been used for income charges, it could have been applied in liquidation of the following:

Receivers' certificates.....	\$2,054,458
Current loans of receivers.....	500,000
Unpaid interest on junior securities.....	1,431,465

Total yet unpaid.....	\$3,985,923
Interest on general mortgage and income mortgage being paid by the company.....	1,610,610

Total.....\$5,596,533

"The excess of the above aggregates over the total of income withdrawn as above being about equal to the increased losses of the first year of the receivership over the profits of the last two years. While such expenditure of income for capital account by the receivers has had the entire approval of the managers, and been abundantly justified by the largely increased profits resulting therefrom, there must necessarily be a limit to the time at which the creditors will be willing to forego the receipt of interest for the sake of improving the property of their debtor, no matter how much such improvement may add to the security of the principal of their indebtedness, and in justice to such creditors it is but right and proper to terminate a system which in itself prolongs the period of resumption of payment interest charges. In order to take the property out of the

hands of the receivers, and supply out of new capital the amount of income so diverted as above, an earnest effort was made by the managers during the last year to sell \$13,500,000 of first series five per cent consolidated mortgage bonds. At the price at which these bonds were offered to the public but \$723,500 were sold, for all of which par in sterling, or 98 per cent in dollars, less the discount for anticipated payments of instalments, was obtained. More could only have been sold by a sacrifice of price greater than that which the managers felt they would be justified in submitting to. * * * To obtain the requisite amount of money a sale of the \$5,000,000 of unissued general mortgage seven per cent bonds has been made at par, payable in cash on January 15. Application will be made to the court during the present week to terminate the receivership, accompanied by a petition praying that, before such termination, the cars and engines now held by the receivers and paid for out of income may be transferred to the trustee of a car trust, upon which, at six per cent interest, it is expected that \$2,000,000 of cash will be obtained to pay the outstanding receivers' certificates. To adjust the claims of the various junior security holders upon fair and equitable terms, the propositions embraced in the following two notices have been made public, the managers having previously obtained the assurance of holders of large amounts of the securities named that the terms proposed would be accepted. A circular issued in London had the following:

"Notice is hereby given that six months' interest on general mortgage and Perkiomen mortgage deferred coupon scrip, at the rate of six per cent per annum, will be paid to the holders, in cash, on and after Jan. 1, 1883, on presentation of the scrip, which will be stamped with such payment.

"Holders of the above scrip will have the option until Jan. 1, 1883, either:

"First. Of converting the principal thereof, at par, into first series five per cent consolidated mortgage bonds, bearing interest from Nov. 1, 1882, at ninety-five per cent; or,

"Second. Of extending the payment of the scrip, retaining all present security until July 1, 1885, with interest at six per cent per annum, for which interest new sheets of coupons (payable semi-annually on the 1st July and 1st January in each year) will be annexed to the scrip.

"During the year the managers have had to provide for the following:

On account of subscription of \$1,000,000 of the stock of the Shamokin Sunbury & Lewisburg Railroad Company hereafter referred to.....	\$617,749
On account of construction of extension to Catawissa branch for payment of January and July interest on general mortgage bonds.....	103,270
For payment of coupons from June, 1880, to June, 1882, inclusive, on income mortgage bonds.....	1,092,930
Total.....	409,430

Total.....\$2,223,379

"The present floating debt of both companies is \$5,843,645, but as the sale of the 7 per cent general mortgage bonds will now supply the proper funds for the above expenditures, in addition to the amount received from the sale of \$723,500 of first series 5 per cent bonds, a very considerable amount of the floating debt will be paid at once out of the proceeds, so as to reduce the floating debt to less than the amount still due upon the deferred income bonds, which amount it is expected will be realized, so as to pay off the entire floating debt at an early date. In no event will the unissued deferred income bonds be sold at less than the original issue price of 30 per cent, and as the receipt of money from this source is now not essential to the financial success of the company it is probable that if the original subscribers do not pay for their allotments with interest, a higher rate than the issue price may be obtained for the unsold portion in the near future.

"During the past year important contracts have been made with other railroad companies for the construction of connecting lines which will give to the Philadelphia & Reading Railroad Company the advantage of connections with the railway system of the New York Central & Hudson River Railroad and its affiliating and connecting lines reaching the North, Northwest and West, and opening to the Coal & Iron Company the large northern and western markets for anthracite coal, which it has so long desired to obtain entrance to. Herewith is submitted the contract for one of these connections, made by the construction of the Jersey Shore Pine Creek & Buffalo Railway, the amount of the mortgage of the Jersey Shore Pine Creek & Buffalo Railway Company therein referred to for \$2,500,000 having since been increased to \$3,500,000, and the bonds secured thereby having been jointly and severally guaranteed by the Philadelphia & Reading Railroad Company, the New York Central & Hudson River Railroad Company, and the Corning Cowanesque & Antrim Railroad Company. The new line is expected to be opened for traffic early in the coming spring, by which time the link being constructed by this company owned by the Shamokin Sunbury & Lewisburg Railroad Company will also be finished. The latter company has been organized with a share capital of \$1,000,000, all of which has been subscribed for by the Philadelphia & Reading Railroad Company, and a bonded debt of \$1,000,000 of five per cent mortgage bonds, and its line is being constructed by the Philadelphia & Reading Railroad Company under a contract by which \$1,000,000 cash and the entire \$1,000,000 of bonds are paid to the Philadelphia & Reading Railroad Company for such construction.

"A still more important contract has been agreed upon, and is now being executed by the parties, between the Philadelphia & Reading Railroad Company, the Philadelphia & Reading Coal & Iron Company, the Pittsburg McKeesport & Youghiogheny Railroad Company, the Pittsburg & Lake Erie Railroad Company, the Lake Shore & Michigan Southern Railway Company, and the South Pennsylvania Railroad Company, by which a line is to be constructed, placing the Philadelphia & Reading Railroad in connection, via Harrisburg, with Pitts-

burg, Cleveland, Chicago, and the lakes, over a route which it is believed will compare favorably for distances, grades, alignment and local traffic with any of the other trunk lines. This advantageous connection has been obtained without the expenditure of any money by the company, or without any guarantee of the bonds of the connecting company, the only financial obligation assumed being an agreement similar to that entered into by the Lake Shore & Michigan Southern Railway Company and the Pittsburg & Lake Erie Railroad Company, to contribute for a period not exceeding ten years, if it be necessary, an amount not exceeding twenty per cent of the gross receipts derived from traffic coming from the new line, to supply any deficiency of interest upon the bonds of the South Pennsylvania Railroad Company over and above the net earnings of that company.

Fitchburg Railroad Company.

(For the year ending September 30, 1882.)

The annual report just issued says: "The road-bed and track were never in better condition. All the track on the main road between Boston and Greenfield, except about fifteen miles, has been laid with steel rails. The Hoosac Tunnel Dock and Elevator Company opened for business during the past season. We have received thus far no return from our investment in this property, as its income must be principally derived from export business, and, on account of scarcity of grain, they have had little business since its completion." * * *

"As the Hoosac Tunnel and Troy & Greenfield Railroad approached completion, various schemes were proposed for its operation, some of which were very detrimental to us. We were compelled to take some action; and it was considered that our interests would be best protected by leasing the Vermont & Massachusetts Railroad. Accordingly, a lease was made for 999 years from Jan. 1, 1874. At that time its net earnings were about one per cent per annum, and could be increased only by developing it as a part of a through Western line. This fact settled our future policy; and we immediately began to improve the whole property from Boston to Greenfield, with the purpose of securing a Western traffic through the Hoosac Tunnel." * * *

"Some of our expenditures on this account, from the time of leasing the Vermont & Massachusetts Railroad to Sept. 30, 1882, have been as follows:

Construction accounts, not including real estate.....	\$593,883
Somerville improvements.....	228,964
Prison land improvements.....	14,066
Real estate.....	241,394
Equipment.....	1,934,104
Hoosac Tunnel Dock and Elevator Company stock.....	374,000
Improvements Vermont & Massachusetts Railroad.....	1,546,969
Stock material.....	296,663

Total.....\$5,230,038

"In 1881 the great trunk-line war of rates began; and freight, and for a part of the year passengers, were carried in both directions at less than cost. There was a large business; and our tonnage and gross freight receipts and mileage all increased, while our net results correspondingly decreased. This ruinous competition, and the fulfillment of contracts made by Western railroads, compelled us to transport freight during the greater part of the present year at even less rates than in 1881." * * *

"We may state, however, at the time of writing this report (Dec. 1), that for the last three months our freight business has greatly increased, and at rates nearly equal to those received in 1880, so that, with a continuance of the business under the same circumstances, we see no reason why we should not next year make earnings equalling those of any previous year." * *

Statistics for two years, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1880-81.	1881-82.
Miles owned.....	186	186
Miles leased.....	59	59
Total operated.....	245	245

OPERATIONS AND FISCAL RESULTS.

Operations—		
Passengers carried.....	2,461,603	2,959,423
Passenger mileage.....	39,752,302	47,628,311
Freight (tons) moved.....	1,546,950	1,822,262
Freight (tons) mileage.....	109,323,290	112,948,822

Earnings—		
Passenger.....	\$749,169	\$816,772
Freight.....	1,496,459	1,521,576
Mail, express, etc.....	129,168	114,381

Total gross earnings.....	\$2,375,096	\$2,452,729
Operating expenses.....	\$1,594,617	\$1,859,555
Taxes.....	130,913	148,331

Total.....	\$1,725,553	\$2,007,886
Net earnings.....	649,561	444,943

INCOME ACCOUNT.

Receipts—		
Net earnings.....	\$649,561	\$444,843
Premiums and rents.....	89,500	161,000

Total income.....	\$739,061	\$605,843
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Disbursements—		
Rentals paid.....	\$240,212	\$239,572
Interest on debt.....	90,000	152,500
Other interest.....	23,216	46,239

Total disbursements.....	\$355,428	\$438,301
Balance, applicable to dividends.....	\$383,633	\$167,542

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—		
Railroad, buildings, equipment, etc.....	\$6,117,398	\$6,885,628
Real estate.....	305,479	269,800
Materials, etc.....	423,134	451,151

	1880-81.	1881-82.
Cash and cash funds.....	\$52,905	\$181,147
Hoosac Tunnel D. & E. Co.....		374,000
Somerville improvements.....		228,964
Vermont & Massachusetts improvement.....	814,573	1,546,961
Sinking fund.....	170,000	304,326
Miscellaneous items.....	18,601	111,388
Total.....	\$7,902,095	\$10,256,315
Liabilities—		
Stock, common.....	\$1,500,000	\$1,950,000
Funded debt (see SUPPLEMENT).....	1,500,000	3,000,000
Notes payable.....	406,500	1,085,500
Vermont & Massachusetts RR.....	744,291	778,617
Miscellaneous.....	159,516	140,900
Profit and loss.....	591,788	301,398
Total liabilities.....	\$7,902,095	\$10,256,315

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The United States Government has accepted 250 miles additional of the Atlantic & Pacific road, and patents for the lands have been duly authorized by the Department. This road receives land grant of 12,800 acres per mile in States and 25,000 acres per mile in Territories. It is expected that in May or June connection with Southern Pacific will be made, thus giving the Atlantic & Pacific through traffic.

Buffalo New York & Philadelphia.—The Rochester terminus of the Rochester extension of this road will be completed shortly, thus giving the road facility to handle the business. Arrangements have been completed with the New York Central for entrance into their passenger depot, and arrangements made for interchange of business at Rochester.

Chicago St. Louis & New Orleans.—Mr. W. H. Osborn, on retiring from the management of this company, issues a report to the board of directors of the Illinois Central Railroad Company, which contains the following: "This railway, consisting of 548 miles of main track, 31 miles of branches, with 106 locomotives, 2,241 cars, and all other property and rights attached to it, with \$1,000,000 5 per cent 1851 bonds, \$125,000 6 per cent bonds, and \$623,042 in cash, will be surrendered to you on the 1st proximo, in pursuance of the lease of this property to the Illinois Central Railroad Company, dated the 13th of June, 1882; thus completing your system, with a well-finished railroad and plant, from the lakes to New Orleans."

"I have the satisfaction of concluding the active existence of this corporation, which has had five years only of duration. Your road constitutes the most important north and south trunk line in the world. The traffic is chiefly in the interchange of commodities, the exclusive growth of the South, for commodities grown in the North, and is of indispensable necessity to a population of six or eight millions of people. The location of the line is so direct that this traffic is perhaps less open to competition than that of any other line on this continent." * * * "The betterments, which have cost about \$5,000,000, have been paid for out of the earnings of the property. The road is not overlaid with debt to correspond to these outlays. On the contrary, its improved condition, and the increase of the traffic, benefited the credit of the corporation to such an extent that it has been practicable to issue and sell five per cent bonds to take up the older issues of 6s, 7s and 8s. In this way the interest charge upon the property, which is intrinsically worth \$5,000,000 more than it was in 1876, has been actually reduced \$370,505 97 per annum, and its debt from \$18,372,834 to \$17,000,000." * * * "You take this productive property, with a surplus in hand, and with all the powers necessary for its future management. You now own \$5,000,000 of the five per cent bonds for which there is no immediate use, as the requirements of the Southern line upon capital account are drawing to a close, and can readily be met from the earnings of the property. I therefore beg to suggest to your consideration the cancellation of this \$5,000,000 of bonds, thus reducing the debt to \$13,000,000, upon which the interest charge will eventually be \$650,000. This reduction of interest charge will enable you to pay larger dividends upon the \$10,000,000 of stock now the property of your shareholders. This step will reduce your entire fixed charges to about \$1,350,000 on 1,525 miles of road."

Columbus Chicago & Indiana Central.—At Indianapolis, January 10, this railroad was sold by United States Commissioner W. T. Fishback, on a foreclosure of mortgages, to a committee of gentlemen representing the Bondholders' Committee, for \$13,500,000. There were no other bidders. A deposit of \$1,000,000 of the mortgage bonds, required by order of the court, was deposited with the Commissioner as a guarantee of the good faith of the bidders.

Flint & Pere Marquette.—When the Flint & Pere Marquette Railroad was reorganized in 1879, the plan specified that the common stock "shall not be entitled to vote until the new company shall have earned and paid for five successive years seven per cent annual dividends on the preferred stock," but it was nowhere stated that the common stock forfeited its right to dividends during this period if they were earned. Recently the matter was brought to the attention of the directors by some of the common stock holders, and they have agreed to allow a friendly suit to be brought to determine the rights of the common stockholders to dividends under the reorganization. —*Boston Advertiser.*

Long Island City & Flushing.—For the fiscal year ending September 30, 1882, the receipts and payments were as follows:

Gross earnings, \$211,914, of which 40 per cent as per terms of lease.....	\$84,765
Balance, Sept. 30, 1881.....	29,771
	\$114,536.

PAYMENTS.		
Interest on bonds.....	\$54,768	
Rental for terminal facilities.....	7,000	
Legal expenses.....	500	
Advertising, etc., and stationery.....	26	
	\$62,294	
Feb. 1, Real estate mortgage paid.....	10,000	\$72,294
Net surplus.....		\$42,242

Manhattan Elevated.—At the meeting of the directors of the Manhattan Railway Company, on Tuesday, the following statement of the business of the roads for the last three months was presented:

	Earnings.	Expenses.	Net earnings.	Interest.	Per Cent.
New York....	\$968,807	\$509,517	\$459,297	\$151,251	10-12
Metropolitan	669,286	453,228	216,058	195,099	01-28
Totals....	\$1,638,093	\$962,745	\$675,355	\$346,350	10-12

Marietta & Cincinnati.—The trustees for reorganization call a meeting of the parties to the agreement for the purpose of doing all things necessary or proper to reorganize the company; and notice is given that such meeting will be held at the office of McClintock & Smith, solicitors, on Second Street, in the city of Chillicothe, Ohio, on the line of said railroad, on the 7th day of February, 1883.

Marquette Houghton & Ontonagon.—The directors, on Jan. 11 declared a 4 per cent cash dividend, besides which the holder of 50 shares is to have the privilege of subscribing for a one-thousand-dollar 6 per cent bond, with five shares of the stock thrown in. The 40-year 6 per cent bonds, which it was voted to issue, aggregate \$900,000. It is understood that something more than half of the new loan is to be devoted to an extension of the line from L'Anse to the copper fields, which it was voted to build, and the balance for new equipment and to reimburse the Treasury for money expended during the past year on permanent improvements. The semi-annual cash dividend will call for \$90,361 for the preferred stock and \$92,264 for the common stock. The stock dividend will add 4,500 shares of common stock, for which the company virtually receives nothing. The new loan will add \$54,000 to the fixed charges, and to maintain an 8 per cent dividend on all the stock the company must earn an additional \$36,000 during the present year.—*N. Y. Times.*

—The following statement shows the condition of the company's affairs for all but the last month of the year 1882:

Net earnings for eleven months.....	\$644,081
Interest charges.....	157,762
Surplus applicable to dividends.....	\$486,319
Dividend (8 per cent) on preferred stock.....	180,722
Balance.....	\$305,597

Metropolitan Elevated.—It is reported that propositions are pending for a settlement with the Manhattan substantially as follows: First—six per cent guaranteed dividends to both elevated roads by the Manhattan Company; 2d—after the above two dividends have been provided for, Manhattan stockholders to receive the surplus profits up to 6 per cent; 3d—then any profits remaining are to be divided about equally between the stockholders of the three companies.

New York West Shore & Buffalo.—At the annual meeting of the stockholders, the following directors were elected: Horace Porter, Henry Villard, John W. Ellis, George M. Pullman, C. F. Woerishoffer, R. T. Wilson, H. Victor Newcomb, H. K. McHarg, Frederick Billings, Charles Lanier, John J. McCook, Theodore Houston and Charles Paine.

Norfolk & Western.—A dispatch from Richmond, Va., announces that the meeting of the Norfolk & Western stockholders at Norfolk on Wednesday was harmonious. There will be no further issue of preferred stock. The company proposes to exchange 20,000 shares of common stock for 20,000 shares of the Shenandoah Valley Road, which will be a controlling interest.

Richmond & West Point Terminal Railway & Warehouse.—For the purpose of taking up its floating debt, this company proposes to issue \$2,000,000 of debentures, in the form of trust notes, for \$5,000 each, secured by a deposit of securities with the Central Trust Company of New York, subscriptions to which are solicited at 90 per cent of their face value. The notes, which are payable in two years or before, at the company's option, will be secured by a trust deed conveying the following securities to the Central Trust Company as trustee:

	Amount.	Value.
Virginia Midland R.R. Co. Income Bds.....	\$1,603,000	\$501,500
Virginia Midland R.R. Co. Stock.....	3,567,300	713,460
West. Nor. Carolina R.R. Co. 1st Mort. Bds...	1,640,000	1,002,000
West. Nor. Carolina R.R. Co. 2d Mort. Bds....	3,090,000	418,000
West. Nor. Carolina R.R. Preferred Stock.....	3,168,300	216,830
Richmond & Danville Extension Co. Stock.....	2,607,100	260,000
Columbia & Greenville R.R. Co. Pref. Stock.....	1,000	300
Columbia & Greenville R.R. Co. Common stock.	1,000,000	100,000
Northeastern R.R. of Georgia Stock.....	120,000	12,000
Northeastern R.R. of Georgia Bonds.....	315,000	189,000
Knoxville & Augusta R.R. Stock.....	100,000	150,000
Knoxville & Augusta R.R. Bonds.....	100,000	100,000
Danville Mocksville & Southwest'n R.R. Stock.	49,000	30,000
Raban Gap Short Line Stock.....	103,900	25,000
Richmond & Mecklenburg R.R. Stock.....	300,000	30,000
	\$17,764,600	\$3,888,090

A portion of these securities having been already pledged as security for debts against the company, and must be released before the trust deed can be perfected, 50 per cent of the subscription is made payable on or before January 20, within a week of which time the trust is to be executed. The company reserves the right to withdraw the Danville extension stock from the trust at any time upon the payment of the amount at which it is valued therein, \$200,000.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, JAN. 12, 1883.

We have had severe winter weather during the past week. Snow has fallen in considerable quantities, obstructing railroad transportation and making the delivery of merchandise difficult. Ice makes its appearance in our harbor, but not as yet to a sufficient extent to cause inconvenience. Business is generally dull, but mercantile affairs are in a sound position, and there is no good ground for distrusting the early future.

The speculation in provisions has been moderate, and values have been on the downward turn until to-day, when higher Chicago markets, accompanied by advices of renewed speculation, brought about an improvement here. Mess pork on the spot was quoted at \$18 50@18 75, with a small lot sold at \$18 25; January and February options \$18 25@18 40; March \$18 40@18 50; April \$18 50@18 70. Lard opened weak but soon recovered, and a very much better speculation was reported; Western on the spot sold at 10 87½@10 90c.; refined to the Continent 11 05c.; South America 11 30c.; for future delivery Western sold at 10 88@10 96c. for February, 10 97@11 02½c. for March, 11@11 07c. for April, 11 07@11 16c. for May, 11 19@11 23c. for June, 11 22@11 25c. for July and 11 28@11 30c. for August; the market closed stronger, with a good speculative interest. Bacon quiet at 9½@9¾c. for long clear. Beef hams sold at \$18 50. Beef quiet; city extra India mess \$26 50@28 50. Tallow firm at 8¼c. for prime. Prime Western stearine quoted 11c.; oleomargarine 10c. Butter dull but cheese steady.

Rio coffee until to-day was quiet on the spot and latterly rather weak at 7¼@8c. for fair, though at the close the market was more active and fully up to 8c.; options have been fairly active at some advance; No. 3 sold to-day at 5 85@5 90c. for January, 5 70c. for February, 5 80c. for March, 6@6 05c. for May and 6 05c. for June, while fair sold at 7 70c. for January and March; mild has been in fair demand and steady. Rice has been in fair demand and firm. Spices have been quiet, and East India products, especially pepper, have been weak, owing to the reduction of 10 per cent in the duties on spices from that part of the world. New Orleans molasses has been firm, but latterly only moderately active; foreign dull. Foreign fruits have been moderately active, and about steady as a rule; Turkish prunes declined slightly early in the week, but have latterly been firmer. Tea at the auction sales has latterly brought firmer prices for Moyune green and Japan, though other grades have shown some weakness. Raw sugar has been easier at 6½c. for fair refining, with a better business in East India grades, but little trade in Cuba sugar.

	Hhds.	Boxes.	Bags.	Melade.
Receipts since Jan. 1.....	11,762	....	147,760	175
Sales since Jan. 1.....	9,790	....	69,328	....
Stock Jan. 10, 1883.....	27,805	8,328	644,766	175
Stock Jan. 11, 1882.....	16,827	7,714	322,918	41

Refined sugar has been firmer for yellow and soft white, the demand for which has increased; powdered closed at 9c., granulated at 8¼c., crushed at 9½c. and standard "A" at 8¾@8½c.

Kentucky tobacco has been quiet. The sales for the week are only 480 hhds, of which 400 were for export. Prices are unchanged; lugs 5½@6¼c.; leaf, 6¼@11½c. for light and heavy. Seed leaf is dull; the proposed tax and tariff legislation hurts business, still the sales for the week are 1,630 cases, as follows: 830 cases, 1881 crop, Pennsylvania, 9½@13c.; 200 cases, 1880 crop, Pennsylvania, 8@13c.; 350 cases, 1881 crop, State flats, 10@11c.; 150 cases, 1881 crop, New England, 16@25c. and 100 cases, 1881 crop, Ohio, private terms. Also 450 bales Havana, 80c.@\$1 15.

Naval stores are quiet; spirits turpentine has been advanced by higher Southern and English markets; to-day there was a reaction downward to 53c. in yard; common to good strained rosins \$1 57½@1 67½. Refined petroleum for export was dull at 7½c. for 110 and 7¾c. for 70-test. Crude certificates irregular at 90½@89¼c., closing 90@90½c. Hops are dull at 95c.@\$1 for new State choice. All metals were dull and unchanged. Lake copper was quoted at 18@18½c.

Ocean freight room has been quoted very irregularly, but closes firm in view of the small offerings of tonnage. Grain to Liverpool by steam was taken to-day at 7½d.; flour, 22s. 6d. per ton; bacon, 32s. 6d.@40s.; cheese, 35@40s.; cotton, 3-16d.; grain to London by steam quoted 7½d.; do. to Glasgow by steam, 8¼@8½d.; do. to Bristol, 7d.; do. to Antwerp, 7½d.; do. to Havre, 16c.; grain to Cork for orders, 5s. 6d. per qr.; refined petroleum to London, Liverpool, Bremen or Antwerp, 4s.

COTTON.

FRIDAY, P. M., January 12, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 12) the total receipts have reached 175,382 bales, against 224,997 bales last week, 251,923 bales the previous week and 258,170 bales three weeks since; making the total receipts since the 1st of September, 1882, 3,861,841 bales, against 3,500,410 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 361,431 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	6,359	9,026	1,750	4,035	2,919	2,938	27,047
Indianola, &c.						143	143
New Orleans	12,323	16,021	7,272	12,038	13,312	7,398	68,364
Mobile	3,068	1,445	1,573	568	1,624	1,137	9,415
Florida						112	112
Savannah	2,772	3,196	1,949	2,119	1,555	1,306	12,797
Brunswick, &c.							
Charleston	2,167	1,258	1,333	2,074	1,613	1,540	10,015
Pt. Royal, &c.						593	593
Wilmington	782	589	260	236	198	320	2,394
Morehead C., &c.						862	862
Norfolk	3,893	4,269	3,229	3,014	1,831	1,114	17,348
West Point, &c.						2,861	2,861
New York	1,410	2,290	1,083	1,297	1,695	251	8,026
Boston	1,115	1,370	1,266	1,338	863	717	6,719
Baltimore						5,987	5,987
Philadelph'a, &c.	829	189	134	160	133	1,234	2,699
Totals this week	34,713	39,653	19,749	26,949	25,776	23,542	175,382

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to Jan. 12.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	27,047	551,722	8,397	327,458	134,826	98,938
Indianola, &c.	143	14,113	257	12,262		
New Orleans	68,364	990,945	29,533	932,722	316,539	378,058
Mobile	9,415	229,516	3,933	201,717	37,969	43,947
Florida	112	9,962	781	19,749		99
Savannah	12,797	604,229	12,173	584,169	100,970	100,084
Brunswick, &c.		5,308		6,464		
Charleston	10,015	425,779	7,834	402,474	101,724	73,492
Pt. Royal, &c.	593	9,067	984	16,883	406	1,733
Wilmington	2,394	93,716	2,614	109,009	17,370	13,739
Morehead C., &c.	862	11,788	2,244	14,997		
Norfolk	17,348	536,350	11,250	433,803	75,104	48,509
West Point, &c.	2,861	155,933	9,944	147,643		
New York	8,026	76,586	13,697	95,413	116,656	300,639
Boston	6,719	92,111	7,585	138,885	2,700	6,820
Baltimore	5,987	18,363	221	17,270	16,553	55,627
Philadelph'a, &c.	2,699	36,353	3,412	39,462	9,520	15,420
Total	175,382	3,861,841	114,868	3,500,410	930,687	1,137,125

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galveston, &c.	27,190	8,654	23,186	8,993	11,615	10,380
New Orleans	68,364	29,533	30,565	40,700	25,165	63,620
Mobile	9,415	3,933	8,628	12,741	15,240	19,427
Savannah	12,797	12,173	20,276	18,154	19,576	16,934
Charl'st'n, &c.	10,608	8,818	10,510	10,905	15,511	12,073
Wilm'g't'n, &c.	3,256	4,358	2,452	1,558	3,144	2,484
Norfolk, &c.	20,209	21,203	18,474	14,503	13,458	17,188
All others	23,543	25,696	15,513	21,935	9,904	11,571
Tot. this w'k.	175,382	114,868	129,604	129,489	113,613	153,727

Since Sept. 1. 3,861,841 3,500,410 3,694,438 3,445,830 2,953,995 2,794,496
Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 161,201 bales, of which 112,401 were to Great Britain, 14,853 to France and 33,947 to the rest of the Continent, while the stocks made up this evening are now 930,687 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Jan. 12.				From Sept. 1, 1882, to Jan. 12, 18-3.			
	Great Brit'n.	France	Continent.	Total.	Great Britain.	France	Continent.	Total.
Galveston	27,128		6,925	34,053	189,583	39,474	59,059	278,116
New Orleans	42,433	9,097	8,318	60,878	414,094	154,440	167,162	735,696
Mobile	2,836	3,000		5,836	8,766	3,030		11,796
Florida	4,953			4,953	62,847	25,858	163,881	254,186
Savannah	8,425	1,794	11,720	22,939	75,587	20,622	110,697	206,816
Charleston	4,016			4,016	29,609		1,500	31,109
Wilmington	3,329			3,329	259,512		2,778	262,290
Norfolk	8,885	142	3,497	12,524	261,048	18,440	97,903	377,311
New York	4,713			4,713	82,873		943	83,816
Boston	8,692			8,692	10,219	87,474	1,394	99,187
Baltimore	2,500			2,500	41,645		1,488	43,133
Philadelph'a, &c.								
Total	112,401	14,853	33,947	161,201	1,512,478	249,938	685,097	2,447,513
Total 1881-82	76,931	29,855	31,590	138,376	1,094,391	231,400	485,028	1,810,819

* Includes exports from Port Royal, &c.

† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

JAN. 12, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans	50,066	15,090	21,069	5,432	91,657	224,932
Mobile	4,300	None.	None.	None.	4,300	33,689
Charleston	12,050	1,700	650	1,050	15,450	86,274
Savannah	6,900	None.	8,000	3,500	18,400	82,570
Galveston	30,853	864	18,663	10,415	60,795	74,031
Norfolk	21,425	None.	4,000	1,400	26,825	48,279
New York	4,200	None.	1,450	None.	5,650	111,006
Other ports	3,900	None.	900	None.	4,800	42,049
Total 1883	133,694	17,654	54,732	21,797	227,877	702,810
Total 1882	68,153	12,723	35,797	10,214	126,887	1,010,238
Total 1881	163,796	23,632	59,674	22,580	269,682	643,612

The speculation in cotton for future delivery has been fairly active for the week under review, but at variable and unsettled prices; there were decided advances on Saturday, and an equally decided decline on Monday. On Wednesday morning a buoyant market opened the day, but later the early advance was not only lost but the close was at some decline. On Thursday the same variations took place, only in a less marked degree. To-day, however, there was a slight advance, which was fully sustained at the close. The operators for a rise in the Stock Exchange have shown rather more confidence, but their efforts to promote a higher range of values do not as yet receive any material "outside" support, and at each advance the sales that are made to realize profits have caused a re-action towards lower figures, until to-day. Cotton on the spot has met with only a moderate demand for home consumption and a small business for speculation, but stocks are light and holders firm; quotations were advanced 1-16c. on Wednesday. Yesterday they were fully revised; low grades of uplands were reduced 1-16c. @ 1/2c.; high grades were advanced 1-16c. @ 1/2c.; medium grades were unchanged, except that the difference between uplands and Gulf was widened 1-16c. To-day spots were quiet and unchanged, middling uplands closing at 10 3-16c.

The total sales for forward delivery for the week are 444,200 bales. For immediate delivery the total sales foot up this week 3,264 bales, including — for export, 2,743 for consumption, 521 for speculation and — in transit. Of the above, 971 bales were to arrive. The following are the official quotations for each day of the past week.

Jan. 6 to Jan. 12.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. ☞ B.	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆
Strict Ord.	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆
Good Ord.	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆
Str. G'd Ord.	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆
Low Midd'g.	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆
Str. L'w Mid.	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Middling.	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Good Mid.	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Str. G'd Mid.	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Midd'g Fair	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆
Fair.	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆
	Wed.	Th.	Fri.	Wed.	Th.	Fri.	Wed.	Th.	Fri.
Ordin'y. ☞ B.	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆
Strict Ord.	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆
Good Ord.	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆
Str. G'd Ord.	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆
Low Midd'g.	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Str. L'w Mid.	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Middling.	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Good Mid.	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆
Str. G'd Mid.	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	10 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆
Midd'g Fair	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆	11 ¹⁶ / ₁₆
Fair.	11 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆	12 ¹⁶ / ₁₆
STAINED.				Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary..... ☞ B.				7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆
Strict Good Ordinary.....				8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆	7 ¹⁶ / ₁₆
Low Middling.....				8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆	8 ¹⁶ / ₁₆
Middling.....				9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆	9 ¹⁶ / ₁₆

[Vol. XXXVI.]

the stocks to-night, and the same items for the corresponding period of 1881-'82—is set out in detail in the following statement:

TOWNS.	This week.	Since Sept. 1, '92.	Shipments This week.	Since Sept. 1, '91.	Stock This week.	Since Jan. 13, 1892.
Augusta, Ga.....	2,741	134,993	3,068	26,429	1,852	31,667
Columbus, Ga.....	2,159	86,763	1,359	87,818	6,130	61,697
Macon, Ga.....	2,686	46,042	1,895	54,735	2,983	9,631
Montgomery, Ala.....	1,739	112,738	2,293	84,991	2,715	10,382
Mobile, Ala.....	1,541	82,278	1,744	66,768	1,396	11,153
Natchez, Miss.....	12,374	32,537	17,920	93,004	1,908	98,659
Dallas, Tex.....	1,019	34,034	1,866	27,816	5,706	1,136
Shreveport, La.....	2,489	35,489	1,699	23,277	1,136	19,085
Jacksonville, Fla.....	1,000	66,631	1,699	12,000	840	2,380
Savannah, Ga.....	2,100	66,631	3,893	51,546	1,739	11,617
Cincinnati, Ohio.....	4,006	66,631	3,893	51,546	1,739	11,617
Pittsburgh, Pa.....	3,802	36,051	1,919	22,459	804	3,428
St. Louis, Mo.....	1,232	32,043	632	11,226	607	3,428
Rome, Ga.....	1,230	12,250	3,667	27,874	1,501	3,480
Charleston, S.C.....	3,271	30,211	1,203	1,531	885	25,877
St. Paul, Minn.....	1,508	300,317	13,371	1,000	7,410	10,812
St. Paul, O.....	16,508	300,317	13,371	1,000	7,410	10,812
Total, old towns.....	71,699	1,822,587	80,168	339,643	44,130	390,753
Newbury, N.C.....	375	16,728	275	200	130	734
Raleigh, N.C.....	233	16,728	247	183	50	1,633
Petersburg, Va.....	913	16,728	1,166	1,676	50	1,633
Little Rock, Ark.....	233	17,810	1,166	2,207	183	1,633
Houston, Tex.....	481	27,869	1,182	2,207	646	6,332
Brownsville, Tex.....	1,457	53,108	575	7,412	271	2,930
Total, new towns.....	17,721	14,338	29,405	30,547	9,093	1,631
Total, all.....	89,420	2,505,518	117,779	380,248	53,223	44,267

* Actual count to-day. † These figures estimated.

The above totals show that the old interior stocks have decreased during the week 3,341 bales, and are to-night 51,114 bales less than at the same period last year. The receipts at the same towns have been 27,569 bales more than the same week last year, and since September 1 the receipts at all the towns are 275,822 bales more than for the same time in 1881-'82.

CHANGE IN VISIBLE SUPPLY FIGURES.—We have this week completed arrangements, which for some time we have had in contemplation, of making our visible supply an exact indication of the amount of cotton in sight each Friday night. Heretofore, as our readers know, the Continental stocks have been the figures of the previous Saturday. From this time, however, we shall receive by cable for each of those ports the returns of the very day our whole report is dated. These figures are of course obtained at a large additional expense, but we think the great improvement in our statement which we thus are able to make fully warrants it.

THE VISIBLE SUPPLY OF COTTON TO-NIGHT, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the Afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Jan. 12), we add the item of exports from the United States, including in it the exports of Friday only.

We re-arrange our visible supply table for previous years to conform to the change made in Continental stocks—that is to say, the Continental stocks of the succeeding week are inserted to make the correct comparison.

Stock at Liverpool.....	bales.	1883.	1882.	1881.	1880.
Stock at London.....		69,000	572,000	487,000	501,000
Total Great Britain stock.....		80,000	40,700	34,000	47,323
Stock at Hamburg.....		779,000	612,700	521,000	548,323
Stock at Bremen.....		4,000	2,200	2,500	1,500
Stock at Amsterdam.....		25,400	42,700	23,600	11,450
Stock at Rotterdam.....		1,500	11,000	1,680	28,920
Stock at Antwerp.....		3,400	400	1,060	900
Stock at Havre.....		800	2,090	500	—
Stock at Marseilles.....		151,000	130,000	71,600	46,590
Stock at Barcelona.....		4,000	5,500	5,500	1,321
Stock at Genoa.....		42,000	35,000	24,700	13,654
Stock at Trieste.....		9,100	5,500	3,700	1,600
Total continental stocks....		5,700	4,060	2,000	700
Total European stocks....		246,900	237,150	136,640	106,335
India cotton afloat for Europe.....		1,025,900	849,850	637,640	654,658
Amer'n cotton afloat for Europe.....		97,000	133,000	82,000	54,279
Egypt, Brazil, &c. afloat for Europe.....		727,000	525,000	736,000	511,269
Stock in United States ports.....		62,000	45,000	28,000	22,312
Stock in U. S. interior towns.....		930,687	1,137,123	912,812	895,366
United States exports to-day.....		339,669	390,783	277,359	332,383
Total visible supply.....		17,800	18,000	14,000	16,000

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and

	1882.	1881.	1880.
United States stock.....	930,887	1,137,125	912,812
United States interior stocks..	339,669	390,783	277,359
United States exports to-day..	17,800	18,000	14,000
Total American.....	2,598,156	2,610,908	2,408,171
East Indian, Brazil, &c.—			
Liverpool stock.....	270,000	159,000	119,000
London stock.....	80,000	40,700	34,000
Continental stocks.....	92,900	110,150	36,640
India afloat for Europe.....	97,000	133,000	82,000
India afloat for Brazil, &c., afloat.....	62,000	45,000	28,000
Total East India, &c.....	601,900	487,850	299,640
Total American.....	2,598,156	2,610,908	2,408,171

Total visible supply.....	3,200,056	3,098,758	2,707,811
Price Mid. Up., Liverpool.....	5 1/16d.	6 1/16d.	6 3/4.

The imports into Continental ports this week have been 46,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 101,298 bales as compared with the same date of 1882, an increase of 492,245 bales as compared with the corresponding date of 1881 and an increase of 693,789 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Jan. 12.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
New Orleans....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Mobile.....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Savannah....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Charleston....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Wilmington....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Norfolk.....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Boston.....	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Baltimore....	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Philadelphia..	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Augusta.....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Memphis.....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
St. Louis.....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Cincinnati....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Louisville....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

Week ending—	RECEIPTS FROM PLANTATIONS.					
	Receipts at the Ports.		St's at Interior Towns.		Rec'ts from Plant'ns	
	'80-'81.	'81-'82.	'80-'81.	'81-'82.	'80-'81.	'81-'82.
Oct. 27.....	254,890	210,587	241,738	209,575	251,532	186,317
Nov. 3.....	251,768	225,255	255,028	240,552	240,140	175,062
" 10.....	215,842	239,320	262,821	269,258	328,161	211,740
" 17.....	256,615	233,402	259,154	281,562	345,706	244,138
" 24.....	205,192	232,216	242,169	281,476	367,080	259,175
Dec. 1.....	218,341	229,170	255,097	287,717	369,083	270,700
" 8.....	243,137	238,844	247,017	303,003	415,599	291,376
" 15.....	238,460	241,570	262,015	336,832	415,539	309,528
" 22.....	237,980	266,855	258,170	338,437	457,024	338,993
" 29.....	198,435	270,624	251,923	328,025	468,556	379,853
Jan. 5.....	110,735	152,422	224,997	331,634	438,659	338,647
" 12.....	129,604	114,593	175,382	306,559	435,060	389,243

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,225,604 bales; in 1881-82 were 3,890,035 bales; in 1880-81 were 3,965,150 bales.

2. That, although the receipts at the out-ports the past week were 175,382 bales, the actual movement from plantations was only 171,983 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 96,259 bales and for 1881 they were 101,490 bales.

AMOUNT OF COTTON IN SIGHT JANUARY 12.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to January 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.
Receipts at the ports to January 12....bales.	3,881,841	3,500,410
Interior stocks in excess of Sept. 1 on Jan. 12.	363,763	399,625
Total receipts from plantations.....	4,225,604	3,890,035
Net overland to January 1.....	413,082	323,510
Southern consumption to January 1.....	130,000	100,000
Total in sight January 12.....	4,768,686	4,313,545

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 455,141 bales.

WEATHER REPORTS BY TELEGRAPH.—The temperature has been lower in the greater portion of the South during the week, and there has been rain in most sections, but the rainfall

has not in general been heavy. The cold and wet weather has interfered to some extent with the gathering and marketing of the crop.

Galveston, Texas.—It has rained tremendously on two days of the week, mainly confined to the coast. The rainfall reached three inches and ninety-seven hundredths. Very little picking has been done anywhere in the State. The thermometer has ranged from 29 to 66, averaging 47. The annual rainfall at Galveston for the past five years was as follows: For 1882, 55.43 inches; 1881, 51.98 inches; 1880, 50.97 inches; 1879, 26.90 inches; 1878, 60.90 inches.

Indianola, Texas.—The weather has been cold and foggy during the week, with a shower on one day. The rainfall reached twelve hundredths of an inch. Average thermometer 43, highest 61 and lowest 25. The annual rainfall at Indianola for the past five years was as follows: For 1882, 45.34 inches; 1881, 37.63 inches; 1880, 46.10 inches; 1879, 26.72 inches; 1878, 37.74 inches.

Dallas, Texas.—We have had no rain during the week but the weather has been cold. The thermometer has averaged 43, the highest being 68 and the lowest 17. Total rainfall in 1882, 55.69 inches.

Brenham, Texas.—We have had drizzles on two days of the week, the rainfall reaching three-hundredths of an inch. The weather has been cold. The thermometer has averaged 40, ranging from 15 to 65. Total rainfall in 1882, 37.04 inches.

Palestine, Texas.—It has been showery on two days of the week, the rainfall reaching sixteen-hundredths of an inch. The thermometer has ranged from 21 to 67, averaging 44. Total rainfall in 1882, 39.99 inches.

Huntsville, Texas.—We have had a shower on one day of the week, the rainfall reaching ten-hundredths of an inch. The cold and damp weather interferes with work. Average thermometer 43, highest 63, lowest 23. Total rainfall in 1882, 36.75 inches.

Weatherford, Texas.—It has rained on one day of the week. The weather has been very cold. The thermometer has averaged 42, ranging from 17 to 68. Total rainfall in 1882, 30 inches.

Belton, Texas.—We have had no rain during the week. The thermometer has averaged 49, the highest being 71 and the lowest 26. Total rainfall in 1882, 31 inches.

Luling, Texas.—It has rained one day of the week, the rainfall reaching five hundredths of an inch. Very little work of any sort is being done. The thermometer has ranged from 24 to 69, averaging 47. Total rainfall in 1882, 29 inches.

New Orleans, Louisiana.—We have had rain on four days of the week, the rainfall reaching one inch and thirty-eight hundredths. The thermometer has averaged 56.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—It has rained on two days of the week. We had a slight fall of snow on Monday night. The weather is now cloudy.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching two inches and twenty-eight hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had rain on four days of the week and light snow on two days. The rainfall reached sixty hundredths of an inch. Bad weather has interfered somewhat with the marketing of the crop. Average thermometer 36.5, highest 50, lowest 16.

Nashville, Tennessee.—It has rained on every day of the week, the rainfall reaching eighty-two hundredths of an inch. The thermometer has ranged from 16 to 54, averaging 31.

Mobile, Alabama.—It rained severely on one day and was showery on two days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and sixty-five hundredths. Average thermometer 53, highest 73 and lowest 28.

Montgomery, Alabama.—We have had rain on three days and snow on one day of the week, the rainfall, including melted snow, reaching one inch and sixty-three hundredths. We have had no frost during the week, but the temperature has on three days been below freezing point; very cold to-day. The cause of the small receipts is reported to be bad roads. The thermometer has averaged 49, the highest being 71 and the lowest 26.

Selma, Alabama.—It has rained on one day of the week, the rainfall reaching one inch and eighty-three hundredths. One inch of snow fell here during the week. The bad roads have caused receipts to fall off this week. The thermometer has ranged from 25 to 63, averaging 44.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on four days of the week. The thermometer has averaged 50, ranging from 36 to 65.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching one inch and fifty-three hundredths. The thermometer has averaged 45, the highest being 64 and the lowest 31.

Savannah, Georgia.—It has rained on five days of the week and the remainder of the week has been cloudy. The rainfall reached one inch and sixty-two hundredths. Average thermometer 55, highest 74 and lowest 32.

Augusta, Georgia.—We have had heavy general rain on six days of the week, but the week closes clear and cold. The rainfall reached two inches and twenty-eight hundredths. The amount of cotton in country waiting to be marketed at this point is reported to be considerably larger than last year. The causes for the small receipts this week are the bad roads, recent bad weather, and that the farmers are holding on for better prices. It is estimated that the receipts here this season will be ten to fifteen per cent in excess of last season. The thermometer has ranged from 27 to 67, averaging 49.

Atlanta, Georgia.—We have had rain on two days and snow on two days of the week, the rainfall reaching twenty-five hundredths of an inch. The thermometer has averaged 41, ranging from 20 to 60.

Charleston, South Carolina.—It has rained on three days of the week, the rainfall reaching one inch and forty-seven hundredths. The thermometer has averaged 52, the highest being 69 and the lowest 32.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 11, 1883, and January 12, 1882.

	Jan. 11, '83.		Jan. 12, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark		10	7
Memphis	Above low-water mark.		8	3
Nashville	Above low-water mark.		13	0
Shreveport	Above low-water mark.		14	10
Vicksburg	Above low-water mark.		17	6

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cable to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to January 11.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	7,000	11,000	18,000	13,000	13,000	26,000	29,000	56,000
1882	23,000	6,000	29,000	30,000	16,000	46,000	28,000	62,000
1881	1,000	.....	1,000	6,000	7,000	13,000	23,000	39,000
1880	1,000	2,000	3,000	6,000	3,000	9,000	17,000	28,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 1,000 bales, and a decrease in shipments of 11,000 bales, and the shipments since January 1 show a decrease of 20,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Taticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	3,500	.....	3,500	8,500	.....	8,500
1882.....	3,000	400	3,400	9,500	700	10,200
Madras—						
1883.....	1,000	.....	1,000	1,000	.....	1,000
1882.....	400	.....	400	900	.....	900
All others—						
1883.....	.....	.....	.....	1,000	.....	1,000
1882.....	.....	200	200	1,500	200	1,500
Total all—						
1883.....	4,500	.....	4,500	10,500	.....	10,500
1882.....	3,400	600	4,000	11,900	900	12,800

The above totals for the week show that the movement from the ports other than Bombay is 500 bales less than same-week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	18,000	26,000	29,000	46,000	1,000	13,000
All other ports.....	4,500	10,500	4,000	12,800	5,000	15,000
Total.....	22,500	36,500	33,000	58,800	6,000	28,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, January 11.		1882-83.	1881-82.	1880-81.
Receipts (cantars*)—				
This week.....	100,000	110,000	135,000	
Since Sept. 1.....	1,726,000	2,227,550	2,005,000	
Exports (bales)—				
To Liverpool.....	13,000	138,000	10,000	141,000
To Continent.....	9,000	41,000	11,319	77,029
Total Europe.....	22,000	179,000	21,319	218,029
			12,471	177,593

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 11 were 100,000 cantars and the shipments to all Europe were 22,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is active at lower prices, chiefly on China business. We give the prices of to-day below, and leave previous weeks' prices for comparison.

1882-83.										1881-82.									
32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mvl. Upl's.		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mvl. Upl's.		32s Cop. Twist.		8 1/4 lbs. Shirtings.		Cott'n Mvl. Upl's.		32s Cop. Twist.	
Nov 10	9d. 4.	d. 4.	a. d.	a. d.	a. d.	9d. 4.	d. 4.	a. d.	a. d.	a. d.	a. d.	9d. 4.	d. 4.	a. d.	a. d.	a. d.	a. d.	9d. 4.	d. 4.
" 17 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
" 24 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
Dec. 1 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
" 8 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
" 15 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
" 22 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
" 29 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
Jan. 5 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6
" 12 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6	6 1/2	9d. 4.	9 3/4	5 11 1/2	7 6

JUTE BUTTS, BAGGING, &c.—There has not been any change in the position of bagging since our last report, and the market continues quiet. The only business doing is of a jobbing character and has little effect on prices, which may be quoted about as last. Holders are not forcing goods and only supply orders as they come in. The close is about steady at 6 1/2c. for 1 1/2 lbs., 7 1/4c. for 1 3/4 lbs., 8c. for 2 lbs. and 8 1/2c. for standard grades. Butts are in about the same position, and scarcely any business is doing. Buyers are indifferent and do not care to take more than required for present wants. Prices are easy, and an offer for a quantity at a shade under quotations would be accepted. At the close sellers are naming 2 1/2-16c. 2 7-16c. for paper grades, and 2 1/2-2 1/2c. for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882.	1881.	1880.	1879.	1878.	1877.
Sept/Oct'r.	326,656	429,777	458,478	333,643	288,841	98,491
Oct/Nov'r.	980,584	853,195	968,318	888,492	689,261	578,533
Nov/Dec'r.	1,064,677	974,013	1,006,501	942,272	779,237	822,493
Decem'r.	1,112,536	996,807	1,020,802	956,464	893,664	900,119
Total year.	3,514,477	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Percentage of tot. port receipts Dec. 31.	68.93	58.80	62.39	59.60	55.21	

This statement shows that up to Dec. 31 the receipts at the ports this year were 260,651 bales more than in 1881 and 60,374 bales more than at the same time in 1880. By adding to the above totals to Dec 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Dec. 31	3,514,477	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Jan. 1....	49,366	8.	20,294	15,776	9,614	18,351
" 2....	35,488	23,830	8.	30,208	22,227	30,235
" 3....	24,056	24,328	23,424	30,790	36,437	18,957
" 4....	29,161	17,926	11,808	8.	14,949	21,491
" 5....	33,895	23,405	13,397	23,548	8.	20,665
" 6....	34,713	37,231	16,773	22,906	33,246	8.
" 7....	8.	17,951	25,039	19,929	14,528	31,768
" 8....	39,653	8.	17,286	17,551	14,394	24,319
" 9....	19,749	21,640	8.	34,762	20,046	17,404
" 10....	26,949	16,348	26,890	20,411	23,926	10,321
" 11....	25,776	15,187	18,066	8.	13,778	29,332
" 12....	28,542	12,362	20,096	22,132	8.	27,093
Total.....	3,861,841	3,469,030	3,647,152	3,358,884	2,854,160	2,667,862
Percentage of total port receipts Jan. 12.	73.40	62.00	67.15	61.18	61.39	

This statement shows that the receipts since Sept. 1 up to to-night are now 392,811 bales more than they were to the same day of the month in 1882 and 214,689 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to January 13 in each of the years named.

THE EXPORTS OF COTTON FROM NEW YORK this week show a decrease, as compared with last week, the total reaching 12,594 bales, against 20,529 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Dec. 21.	Dec. 28.	Jan. 4.	Jan. 11.		
Liverpool.....	10,514	13,871	17,107	8,985	257,622	150,695
Other British ports.....	200	.....	100	.....	3,426	3,458
TOTAL TO GREAT BRITAIN.....	10,714	13,871	17,207	8,985	261,048	154,153
Havre.....	300	234	233	142	18,340	15,074
Other French ports.....	.....	.....	.....	.....	100	.....
TOTAL FRENCH.....	300	234	233	142	18,440	15,074
Bremen and Hanover.....	365	852	403	491	30,002	17,290
Hamburg.....	1,109	943	250	797	22,903	12,367
Other ports.....	2,083	1,703	2,430	2,179	38,322	3,516
TOTAL TO NORTH. EUROPE.....	3,556	3,498	3,080	3,467	91,227	33,173
Spain, Oporto, Gibraltar, &c.....	518	.....	.....	.....	2,442	837
All other.....	438	.....	.....	.....	4,234	.....
TOTAL SPAIN, &c.....	986	.....	.....	.....	6,676	837
GRAND TOTAL.....	15,556	17,603	20,520	12,594	377,391	203,237

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans.....	5,984	110,321	.....	.....	.....	.....	.....	.....
Texas.....	3,168	100,417	1,500	6,503	.....	.....	.....	.....
Savannah.....	8,364	146,898	.....	37,881	966	10,557	2,515	52,209
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	6,418	.....	.....	.....	.....	.....	.....
S. Carolina.....	4,747	103,194	.....	149	6,103	178	14,732	.....
Virginia.....	983	35,419	.....	.....	.....	1,244	9,757	.....
North. pts.....	5,524	134,524	2,745	33,511	1,968	30,803	4,892	71,232
Tenn. &c.....	8,026	76,586	9,077	85,392	2,247	33,649	10,217	21,645
Foreign.....	.....	1,239	.....	.....	.....	.....	.....	.....
This year.....	36,801	715,016	21,100	240,416	5,330	81,112	19,006	169,800
Last year.....	56,686	771,972	18,653	219,236	3,809	51,478	7,536	141,546

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 177,338 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

NEW YORK.—To Liverpool, per steamers Adriatic, 1,647.....Ari-	Total bales.
zetta, 674.....Britannic, 2,459.....Gallia, 1,270.....Helvetia, 1,517.....Lake Nepigon, 1,418.....	8,955
To Havre, per steamer Perire, 142.....	142
To Bremen, per steamer Oder, 491.....	491
To Hamburg, per steamer Gellert, 797.....	797
To Amsterdam, per steamer Jason, 138.....	138
To Antwerp, per steamer Waesland, 2,011.....	2,011
NEW ORLEANS.—To Liverpool, per steamers Brankelow, 5,930.....Briscoe, 7,014.....Edwards, 4,900.....Gallego, 5,200.....Gifford, 5,300.....Knight of St. Patrick, 5,594.....Orion, 4,583.....Persian, 5,200.....Vindolano, 4,295.....West Indian, 2,513.....	50,529
To Havre, per steamers Diadem, 4,570.....Flachet, 4,010.....Newminster, 2,950.....Saubeam, 4,598.....	16,128
To Antwerp, per steamer Cameo, 2,233.....	2,233
To Sebastopol, per steamers Ashburne, 7,022.....Cyprus, 5,225.....To Barcelona, per bark Charles, 500.....Pepita, 299.....	12,247
MOBILE.—To Liverpool, per bark Arcadia, 2,550.....	2,550
CHARLESTON.—To Gottenburg, per bark Albattross, 1,025.....Upland To Barcelona, per brig Lloret, 470.....Upland.....	1,025
SAVANNAH.—To Liverpool, per bark Christian Sriver, 2,162.....Upland.....	2,162
To Havre, per ship Success, 4,500.....Upland.....	4,500
To Bremen, per steamers Annie, 6,005.....Upland.....Athens, 7,224.....Upland.....	13,229
To Barcelona, per bark Barcelona, 3,375.....Upland.....	3,375
TEXAS.—To Liverpool, per steamers Ardancorach, 3,700.....Horace, 3,579.....Prince Soltykoff, 3,453.....per barks Aulina, 843.....Edmund Richardson, 918.....Fama, 1,259.....	14,052
To Havre, per steamer Shildon, 3,529.....	3,529
To Bremen, per steamer Menzaleh, 4,295.....	4,295
To Amsterdam, per bark Velox, 1,280.....	1,280
WILMINGTON.—To Liverpool, per barks Jasva, 1,800.....J. T. Smith, 1,473.....Thine, 1,643.....	4,916
NORFOLK.—To Liverpool, per steamer Pedro, 1,200.....per ship Edward O'Brien, 8,753.....per bark Harry Bailey, 2,476.....	12,429
BALTIMORE.—To Liverpool, per steamer Vesta, 4,081.....	4,081
BOSTON.—To Liverpool, per steamers Norseman, 2,849.....Palestine, 1,976.....Venetian, 2,190.....Victoria, 1,372.....	8,397
To Antwerp, per steamer Hermann, 28.....	28
PHILADELPHIA.—To Liverpool, per steamers Illinois, 1,000.....Lord Gough, 2,000.....	3,000

Total.....177,338

The particulars of these shipments, arranged in our usual form, are as follows:

	Liver-	Havre.	Bremen	Amster-	Gott-	Sebas-	Barce-	Total.
	pool.		burg.	dam & en-	topol.	topol.	lona.	
New York.....	8,935	142	1,283	2,179	.....	.....	.....	12,594
N. Orleans.....	50,529	16,128	.....	2,233	.....	12,247	799	81,936
Mobile.....	2,550	.....	.....	.....	.....	.....	.....	2,550
Charleston.....	.....	.....	.....	1,025	.....	.....	470	1,495
Savannah.....	2,162	4,500	13,229	.....	.....	.....	3,375	23,266
Texas.....	14,052	3,529	4,295	1,280	.....	.....	.....	23,156
Wilmington.....	4,916	.....	.....	.....	.....	.....	.....	4,916
Norfolk.....	12,429	.....	.....	.....	.....	.....	.....	12,429
Baltimore.....	4,081	.....	.....	.....	.....	.....	.....	4,081
Boston.....	8,387	.....	28	.....	.....	.....	.....	8,415
Philadelph'a.....	3,000	.....	.....	.....	.....	.....	.....	3,000
Total.....	111,091	24,299	18,812	5,720	1,025	12,247	4,644	177,838

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON.—For Liverpool—Jan. 5—Steamers Seaw Fell, 5,604; Yesso, 5,461.....Jan. 8—Steamers Abana, 5,700; Fannie, 5,700.....For Sebastopol—Jan. 5—Steamer Romembrance, 4,240.
NEW ORLEANS.—For Liverpool—Jan. 5—Steamers Breme, 4,165; Espanol, 3,100; Etna, 3,198; Peconic, 3,720.....Jan. 6—Steamer Eng neer, 6,294.....Jan. 10—Steamers Mediator, —; O'manli, —.
For Grimsby—Jan. 9—Steamer Stolzenfels, 6,466.
For Havre—Jan. 6—Steamer Rouen, 7,855.....Jan. 10—Steamer For Bremen, 2,072.
For Genoa—Jan. 6—Steamer Darlington, 3,795.....Jan. 10—Steamer Camella.
For Genoa—Jan. 5—Bark Conquistatore, 1,917.
MOBILE.—For Havre—Jan. 8—Bark Rebus, 3,000.
SAVANNAH.—For Liverpool—Jan. 5—Bark Capenhurst, 2,000.....Jan. 11—Bark Tikoma, 2,953.
For Barcelona—Jan. 6—Bark XII de Junio, 1,900.
CHARLESTON.—For Liverpool—Jan. 6—Bark Mary Jane, 2,250.....Jan. 9—Bark Marco Polo, 1,175.
For Havre—Jan. 6—Bark Jebra, 1,784.
For Bremen—Jan. 6—Steamer Egypt, 3,835.....Jan. 9—Steamer Spartan, 5,350.
For Ghent—Jan. 5—Bark Zuleima, 1,525.
For Barcelona—Jan. 8—Bark Anibal, 1,010.
WILMINGTON.—For Liverpool—Jan. 5—Bark Geo. Davis, 2,303.
For Queensdown or Falmouth, for orders—Jan. 3—Bark Marie, 1,713.
NORFOLK.—For Liverpool—Jan. 6—Bark Maiden City, 3,320.
BOSTON.—For Liverpool—Jan. 3—Steamer Myrian, 1,314.....Jan. 5—Steamer Atlas, 1,429.....Jan. 6—Steamer Iowa, 1,970.....Jan. 10—Steamer Nova Scotian, —.
BALTIMORE.—For Liverpool—Jan. 8—Steamers Thanemore, 2,070; Serra, 1,800.....Jan. 10—Steamer Ontario, 4,732.
For Bremen—Jan. 6—Steamer Koln, 1,615.
PHILADELPHIA.—For Liverpool—Jan. 5—Steamer British Queen, 2,500.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

BERTIE, steamer (Br.), from Charleston for Bremen, caught fire alongside the wharf at Bremen, January 3. The fire was extinguished with slight damage.

CITY OF BRUSSELS, steamer (Br.), Land, from New York, December 23, for Liverpool, was run into during a fog, Jan. 7, and sunk off the Morsey, by steamer Kirby Hall, from Glasgow for Liverpool. The City of Brussels was cut down to the water's edge about half through, and sunk in about twenty minutes after the collision. Her masts were landed at Queensdown 6 A. M. of Jan. 6. Included in her cargo were 816 bales of cotton, 63 bales of which had been transferred from the City of Berlin. The chance of her being raised is extremely doubtful.

CAMILLA, bark (Nor.), loading at Charleston, for Liverpool, caught fire afternoon of Jan. 10, and twenty bales of cotton were damaged. The cotton was stowed in the cabin and was entirely separate from the cotton in the hold, consisting of about 1,300 bales. The damage to the vessel is slight, and the bulk of the cargo is thought to be free from damage by water.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.....	13 ⁶⁴ @17 ⁶⁴	31 ⁶⁴ @17 ⁶⁴	31 ⁶⁴ @17 ⁶⁴	31 ⁶⁴ @17 ⁶⁴	31 ⁶⁴ @17 ⁶⁴	31 ⁶⁴ @17 ⁶⁴
Do sail.....d.....	.....	.....	.....	.....	.....	.....
Havre, steam.....c.....	71 ⁶⁴ *	71 ⁶⁴ *	71 ⁶⁴ *	71 ⁶⁴ *	71 ⁶⁴ *	71 ⁶⁴ *
Do sail.....c.....	.....	.....	.....	.....	.....	.....
Bremen, steam.....c.....	13 ³² *	13 ³² @17 ³²	13 ³² @17 ³²	13 ³² @17 ³²	13 ³² @17 ³²	13 ³² @17 ³²
Do sail.....c.....	.....	.....	.....	.....	.....	.....
Hamburg, steam.....d.....	13*	13*	13*	13*	13*	13*
Do sail.....d.....	.....	.....	.....	.....	.....	.....
Amst'd'm, steam.....c.....	91 ⁶⁴ *	91 ⁶⁴ *	91 ⁶⁴ *	91 ⁶⁴ *	91 ⁶⁴ *	91 ⁶⁴ *
Do sail.....d.....	.....	.....	.....	.....	.....	.....
Baltic, steam.....d.....	38*	38*	38*	38*	38*	38*
Do sail.....c.....	.....	.....	.....	.....	.....	.....
Barcelona, steam.....c.....	78*	78*	78*	78*	78*	78*
Genoa, steam.....d.....	34*	34*	34*	34*	34*	34*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Dec. 22.	Dec. 29.	Jan. 5.	Jan. 12.
Sales of the week.....bales.....	55,000	32,000	43,000	65,000
Of which exporters took.....	5,200	2,800	3,800	7,300
Of which speculators took.....	1,840	890	1,670	3,700
Sales American.....	40,000	24,000	32,500	49,000
Actual export.....	11,500	11,500	4,900	4,800
Forwarded.....	20,000	21,000	29,500	25,500
Total stock—Estimated.....	558,000	663,000	710,000	699,000
Of which American—Estimated.....	308,000	395,000	445,000	429,000
Total import of the week.....	99,000	167,000	119,000	80,000
Of which American.....	84,000	129,000	104,000	54,000
Amount afloat.....	393,000	361,000	367,000	470,000
Of which American.....	348,000	318,000	329,000	425,000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 12, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Market, 12:30 P.M.	Dull and easier.	Dull.	Dull and easier.	Steady.	Dull and easier.	Fair demand freely met
Mid. Upl'ds	511 1/2	511 1/2	511 1/2	511 1/2	511 1/2	511 1/2
Mid. Orl'ns	512 1/2	512 1/2	512 1/2	512 1/2	512 1/2	512 1/2
Bales	8,000	8,000	8,000	12,000	10,000	12,000
Spec. & exp.	500	500	1,000	1,000	1,000	2,000
Futures.						
Market, 12:30 P.M.	Steady.	Firm.	Weak.	Flat.	Weak.	Dull.
Market, 5 P.M.	Quiet.	Barely steady.	Strong.	Barely steady.	Weak.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.

	Sat., Jan. 6.				Mon., Jan. 8.				Tues., Jan. 9.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
January.....	5 40	5 40	5 38	5 39	5 39	5 41	5 39	5 40	5 40	5 41	5 40	5 41
Jan.-Feb.....	5 39	5 39	5 38	5 38	5 39	5 40	5 39	5 40	5 40	5 42	5 40	5 42
Feb.-Mar.....	5 40	5 40	5 39	5 39	5 40	5 42	5 40	5 42	5 40	5 42	5 40	5 42
Mar.-April.....	5 43	5 43	5 42	5 42	5 42	5 44	5 42	5 42	5 43	5 44	5 43	5 44
April-May.....	5 46	5 46	5 45	5 45	5 46	5 47	5 46	5 46	5 46	5 49	5 46	5 49
May-June.....	5 50	5 50	5 48	5 48	5 50	5 51	5 49	5 49	5 50	5 52	5 49	5 52
June-July.....	5 51	5 54	5 53	5 53	5 54	5 55	5 53	5 53	5 54	5 56	5 53	5 56
July-Aug.....	5 58	5 58	5 57	5 57	5 58	5 59	5 58	5 58	5 58	5 59	5 58	5 59
Aug.-Sept.....	5 62	5 62	5 61	5 61	5 62	5 63	5 62	5 62	5 63	5 62	5 63	5 62
Sept.-Oct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

	Wednes., Jan. 10.				Thurs., Jan. 11.				Fri., Jan. 12.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
January.....	5 40	5 43	5 42	5 43	5 42	5 42	5 40	5 40	5 40	5 40	5 39	5 39
Jan.-Feb.....	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 41	5 40	5 38	5 38
Feb.-Mar.....	5 43	5 44	5 43	5 44	5 43	5 43	5 41	5 41	5 41	5 41	5 40	5 40
Mar.-April.....	5 45	5 45	5 44	5 45	5 45	5 45	5 43	5 43	5 44	5 44	5 42	5 43
April-May.....	5 49	5 49	5 48	5 49	5 48	5 48	5 46	5 46	5 47	5 47	5 45	5 46
May-June.....	5 53	5 54	5 52	5 53	5 52	5 52	5 49	5 49	5 50	5 50	5 49	5 49
June-July.....	5 56	5 57	5 56	5 56	5 56	5 56	5 51	5 51	5 54	5 54	5 53	5 53
July-Aug.....	5 61	5 61	5 60	5 60	5 59	5 59	5 59	5 59	5 59	5 59	5 57	5 58
Aug.-Sept.....	5 62	5 62	5 60	5 61	5 63	5 63	5 62	5 63	5 62	5 62	5 61	5 61
Sept.-Oct.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BREADSTUFFS.

FRIDAY, P. M., January 12, 1883.

Flour has advanced in response to an advance in wheat. There has been a fair demand for the lower grades, but the better brands have sold to only a moderate extent, and indeed the transactions in all descriptions have been more or less curtailed by the firmness of holders. To-day the market was quiet for the better grades, while the cheaper brands sold well, and prices were generally firm.

Wheat has been in steady demand for export, and holders have been favored by strong markets in Europe. Still the foreign trade has been restricted, as exporters claim, by the recent advance in prices here, which they state has nearly or quite obliterated the margin on Liverpool. Options have sold fairly, and at one time showed an advance, but latterly the opinion gaining ground that the effect of the European floods had been to a large extent, at least, anticipated, and the Chicago market moreover showing some depression, prices here on most months lost the advance, January however showing a fractional advance compared with a week ago. The market was 1/2c. higher and moderately active; No. 2 red sold at \$1 12 1/4 for January, \$1 13 @ \$1 13 1/2 for February, \$1 15 1/4 @ \$1 15 1/4 for March, \$1 17 @ \$1 17 1/2 for April and \$1 17 @ \$1 18 for May.

Indian corn has been in fair demand for export at an advance of 2c., and large sales have been made on speculation. An attempt to corner January in Chicago has not thus far met with any very marked success, though the fact that such an attempt would be made, and that the grade of the receipts was running rather low, has caused many shorts to cover. Still there has been weakness at the West within a day or two, and the fact was reflected in the depression which immediately became noticeable in this market. Thus, part of the advance of 1 @ 2c. which had taken place earlier in the week has been lost. To-day the market was fairly active at an advance of 1/2c.; No. 2 mixed sold at 67 1/2 @ 67 3/4c. for January,

66 1/4 @ 67c. for February, 66 1/2c. for March and 66c. for April, with May quoted at 64 1/2 @ 64 3/4c.

Rye has been firm but rather quiet. Barley has been quiet but steady. Oats have been active at times on speculation, but after some fluctuations have latterly taken a downward turn, the demand for consumption proving only moderate. To-day the market was firmer; No. 2 mixed sold at 46 1/2c. for January 46 1/2c. for February, 47 @ 47 1/2c. for both March and April.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2 spring....	\$2 40 @ 3 25	Rye—Western.....	66 @ 70
No. 2 winter.....	2 75 @ 3 35	State & Canada....	68 @ 72
Superfine.....	3 00 @ 3 75	Oats—	
Spring wheat extras.	4 00 @ 5 00	Mixed.....	45 @ 47
do bakers'.....	4 75 @ 5 50	White.....	46 1/2 @ 51 1/2
Wls. & Minn. rye mix.	4 75 @ 5 50	No. 2 mixed.....	46 @
Minn. clear and strat'	4 00 @ 6 00	No. 2 white.....	48 @ 48 1/2
Winter shipp'g extras.	3 65 @ 4 35	Barley—	
Patents, spring.....	5 75 @ 7 50	Canada No. 1.....	98 @ 1 00
Patents, winter.....	5 50 @ 7 00	Canada bright.....	1 02 @
		Canada No. 2.....	90 @
		State, 4-rowed....	90 @ 92
		State, 2-rowed....	81 @ 84

Wheat—		Rye—	
Spring, per bush.	1 00 @ 1 09	Western.....	66 @ 70
Spring No. 2.....	1 05 @ 1 09	State & Canada....	68 @ 72
Red winter.....	98 @ 1 17	Oats—	
Red winter, No. 2	1 09 1/2 @ 1 13 1/2	Mixed.....	45 @ 47
White.....	80 @ 1 16	White.....	46 1/2 @ 51 1/2
White No. 1.....	1 10 1/2 @	No. 2 mixed.....	46 @
Corn—West. mixed	63 @ 69	No. 2 white.....	48 @ 48 1/2
West. mix. No. 2.	69 1/2 @ 71	Barley—	
White.....	65 @ 70	Canada No. 1.....	98 @ 1 00
Yellow.....	65 @ 70	Canada bright.....	1 02 @
Buckwheat.....	..... @ 75	Canada No. 2.....	90 @
		State, 4-rowed....	90 @ 92
		State, 2-rowed....	81 @ 84

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Jan. 6 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago.....	85,979	345,575	1,004,398	678,784	168,495	51,037
Milwaukee.....	78,276	290,667	17,140	48,020	108,530	17,456
Toledo.....	1,066	142,214	148,096	53,896	2,300	2,671
Detroit.....	4,018	83,400	11,499	13,708	14,087	.....
Cleveland.....	1,590	14,500	38,000	16,600	4,900	.....
St. Louis.....	21,073	163,367	315,751	35,716	60,546	12,976
Peoria.....	725	450	299,950	102,075	12,900	13,000
Duluth.....	.....	45,000	.....	.....	.....	.....
Tot. wk. '83	193,260	1,000,238	1,924,836	934,559	420,457	97,140
Same wk. '82	131,198	574,272	1,292,277	492,019	372,200	48,275
Same wk. '81	170,820	805,351	1,390,840	480,101	393,645	47,362
Since Aug. 1—						
1882.....	4,760,746	51,817,672	35,340,387	26,238,564	9,060,685	2,468,210
1881.....	3,844,182	20,182,747	61,134,675	16,897,552	8,104,638	2,764,704
1880.....	4,101,063	54,802,647	68,215,155	22,055,155	8,610,694	2,536,611

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Jan. 6, 1883, inclusive, for four years, show as follows:

Flour.....bbls.	1882-83.	1881-82.	1880-81.	1879-80.
	529,911	252,720	343,368	278,768
Wheat.....bush.	646,328	550,814	327,898	362,186
Corn.....	2,619,283	1,422,772	1,381,555	1,840,410
Oats.....	1,051,792	745,211	894,795	550,617
Barley.....	428,357	331,203	351,810	119,612
Rye.....	73,210	84,660	111,776	93,419
Total grain ..	4,818,950	3,144,600	3,084,934	2,467,444

Below are the rail shipments from Western lake and river ports for four years:

Flour.....bbls.	1883.	1882.	1881.	1880.
	Week Jan. 7.	Week Jan. 7.	Week Jan. 8.	Week Jan. 10.
	268,747	143,162	157,587	114,611
Wheat.....bush.	231,276	314,273	548,538	183,500
Corn.....	1,174,272	671,389	780,601	763,139
Oats.....	478,728	337,277	477,404	312,537
Barley.....	204,339	118,263	176,894	59,434
Rye.....	31,314	41,363	53,046	47,087

Total..... 2,119,929 1,485,572 2,036,453 1,370,697

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bush.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Jan. 6.....	268,747	250,078	1,320,090	491,501	204,339	31,314
Dec. 30.....	263,164	395,350	1,299,193	560,291	223,998	41,996
Dec. 23.....	170,950	292,366	1,038,006	402,403	134,753	26,764
Dec. 16.....	207,396	303,544	997,591	352,168	193,583	38,235
Tot., 4 wks	903,457	1,242,238	4,654,883	1,806,368	761,672	138,249
4 wks 82.	488,304	1,119,801	3,347,636	1,444,413	658,997	182,783

The receipts of flour and grain at the seaboard ports for the week ended Jan. 6, follow:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	182,567	564,000	604,946	268,842	53,900	12,642
Boston.....	63,349	72,575	370,449	98,450	6,900	1,500
Portland.....	1,200	82,061	8,200	2,850	.....	394
Montreal.....	6,164	5,400	5 0	4,300	1,950	1,000
Philadelphia.....	18,547	103,300	132,000	85,000	14,500	500
Baltimore.....	12,090	280,950	349,100	13,500	.....	2,500
New Orleans.....	11,069	.....	71,010	25,518	.....	.....

Total week..... 294,896 1,091,786 1,512,253 493,460 77,270 18,336
Oor. week '82.. 178,077 428,278 407,596 368,958 55,435 1,930

The total receipts at the same ports for the period from Dec. 25, 1882, to Jan. 6, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	663,178	400,612	508,834	226,534
Wheat.....bush.	2,090,779	911,903	1,802,032	915,257
Corn.....	2,839,099	1,311,792	2,160,293	1,786,539
Oats.....	850,764	704,421	547,818	291,530
Barley.....	173,153	207,912	187,611	104,715
Rye.....	29,536	11,164	66,203	16,762
Total grain....	5,983,380	3,147,192	4,568,787	3,114,803

The exports from the several seaboard ports for week ending Jan. 6, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
New York	163,886	491,549	239,829	1,407	12,389	3,316
Boston...	51,508	118,140	56,304	.....	.....	.....
Portland	500	84,000	.....	.....	493	8,878
Montreal	.....	.....	.....	.....	.....	.....
Philadel.	9,165	18,188	60,687	.....	.....	.....
Baltim're	6,883	466,321	414,073	400	.....	.....
N.Orl'ns.	872	316,157	29,474	.....	.....	40
Total w'k.	232,814	1,491,355	800,367	1,807	12,882	12,234
Same time 1882..	61,111	570,329	423,495	1,863	42,911	40,196

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Jan. 6.	1882. Week, Jan. 7.	1883. Week, Jan. 6.	1882. Week, Jan. 7.	1883. Week, Jan. 6.	1882. Week, Jan. 7.
U.King.	170,220	29,899	660,028	384,272	767,797	294,897
Cont'n't	13,836	5,216	806,827	160,057	24,402	104,740
S.&C.Am.	13,806	9,208	20,000	.....	1,685	4,270
W. Indies	29,351	7,004	.....	1,500	5,473	17,944
Brit. Col's	4,942	8,615	.....	.....	.....	100
Oth. cont's	659	1,169	7,500	24,500	1,030	1,548
Total.....	232,814	61,111	1,494,355	570,329	800,367	423,499

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Jan. 6.	1881-82. Sept. 1 to Jan. 7.	1882-83. Sept. 1 to Jan. 6.	1881-82. Sept. 1 to Jan. 7.	1882-83. Sept. 1 to Jan. 6.	1881-82. Sept. 1 to Jan. 7.
U. Kingdom	2,583,159	1,073,484	30,219,774	17,040,356	3,547,878	12,550,417
Continent...	269,521	77,361	16,034,848	5,874,380	311,939	2,604,267
S. & C. Am.	281,657	248,017	64,820	3,380	84,207	208,974
West Indies	382,816	232,090	28,325	10,725	161,165	213,043
Brit. Col'nies	273,114	235,911	7,906	.....	45,375	62,060
Oth. cont's	15,068	17,040	192,945	900,298	38,558	30,373
Total.....	3,770,365	1,883,942	37,168,512	13,135,109	4,237,132	15,678,134

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Jan. 6, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	6,952,222	1,194,485	845,426	93,737	232,376
Do. afloat	203,000	510,000	98,000	310,000	288,000
Albany	25,000	60,500	115,000	210,000	42,000
Buffalo	1,199,939	29,932	32,199	425,519	40,029
Chicago	5,385,641	3,059,918	1,644,416	258,032	93,000
Milwaukee	934,329	50,878	2,388	338,993	50,787
Duluth	963,056	.....	.....	.....	.....
Toledo	798,869	447,632	239,693	5,630	1,860
Detroit	589,691	11,563	27,457	22,751	905
Omaha	180,000	80,000	2,000	800,000	88,000
St. Louis	749,931	939,837	38,826	102,115	46,837
Boston	216,366	56,793	153,055	28,760	700
Toronto	214,600	.....	2,158	180,798	30,942
Montreal	230,600	8,000	63,684	13,142	4,866
Philadelphia	680,468	225,144	175,352	.....	.....
Peoria	9,569	211,790	279,549	8,810	91,245
Indianapolis	220,500	53,000	15,000	.....	15,500
Kansas City	250,142	203,813	12,530	.....	20,775
Baltimore	1,115,135	329,355	12,773	.....	.....
Down Mississippi	19,702	145,818	12,773	.....	.....
On rail	303,000	1,607,336	663,492	279,005	45,213

	6/83	21,315,550	9,229,144	4,425,588	3,004,030	1,511,978
Tot. Dec. 30	'82	21,048,017	9,104,137	4,423,379	3,040,154	1,470,085
Tot. Dec. 23	'82	20,614,537	8,233,401	3,262,885	3,021,416	1,307,170
Tot. Dec. 16	'82	19,781,437	7,407,700	2,909,462	3,092,084	1,277,996
Tot. Dec. 9	'82	20,190,034	7,020,453	3,068,228	3,108,666	1,241,652
Tot. Jan. 7	'82	17,530,421	16,426,381	2,628,193	2,815,535	1,218,964

THE DRY GOODS TRADE.

FRIDAY, P. M., January 12, 1883.

The market has shown rather more animation the past week, owing to the arrival of a good many wholesale buyers from distributing points in the West, South and Southwest, but there was no material increase in the volume of business, stormy weather having checked the demand for most descriptions of spring goods. There was a steady movement in staple

cotton and woolen goods, hosiery, underwear, &c., on account of former orders, but new business in such fabrics was only moderate, and there is not the least tendency toward speculation in any class of merchandise, notwithstanding the low prices prevailing at present. Values remain unchanged, and such goods as govern the market are steadily held in first hands.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 3,917 packages, including 1,139 to Great Britain, 700 to China, 342 to Brazil, 181 to U. S. of Colombia, 166 to Hamburg, 148 to Hayti, &c. There was a steady but moderate demand for plain and colored cottons by jobbers and converters, but no special activity was noticed in any particular class of goods. Cottonades were more sought for, but transactions were light in the aggregate, and chevots continued quiet and unsettled. Print cloths were in moderate demand, but weak, closing at 3½@3 11-16c. less 1 per cent for 64x64s and 3½@3 3-16c. for 54x60s. Fancy and shirting prints were in somewhat better demand, and some fair parcels of dress gingham were shipped "on memorandum," subject to opening prices which have not yet been fully determined upon.

DOMESTIC WOOLEN GOODS.—There was a strictly moderate demand for men's-wear woollens at first hands, but fair deliveries of all-wool and cotton-warp cassimeres and suitings were made by agents on account of back orders. Worsted coatings were also distributed in like manner to a fair amount. Spring cloakings have met with some attention from manufacturers and the trade, and fair sales were reported in leading makes. Kentucky jeans ruled quiet in the regular way, but a few liberal purchases were stimulated by low prices. Shawls and skirts were seasonably quiet, and the demand for flannels and blankets was comparatively light; but spring dress fabrics and Jersey cloths met with a fair share of attention, and some considerable transactions were reported—for future delivery.

FOREIGN DRY GOODS.—There was a slightly improved call for imported goods at first hands, but business in this connection was by no means active. The feature of the week was a peremptory auction sale of Hamburg embroideries, which found ready buyers at good average prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 11, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.								
	Week Ending Jan. 12, 1883.		Since Jan. 1, 1882.		Week Ending Jan. 11, 1883.		Since Jan. 1, 1883.	
	Page.	Value.	Page.	Value.	Page.	Value.	Page.	Value.
Manufactures of—								
Wool.....	1,024	\$ 455,307	1,662	732,264	1,076	499,396	1,781	835,421
Cotton.....	3,021	877,993	4,448	1,433,444	1,940	726,400	3,244	1,208,526
Silk.....	1,102	895,565	1,789	1,254,357	1,745	1,308,251	1,340	898,356
Flax.....	2,410	477,216	3,647	722,718	1,097	544,041	1,340	892,043
Miscellaneous.....	1,483	200,367	2,004	306,539	1,130	144,133	1,090	268,143
Total.....	9,071	2,948,018	13,520	4,441,421	5,991	2,150,775	10,122	3,644,234
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool.....	276	113,543	376	153,125	302	125,967	420	176,521
Cotton.....	712	235,769	1,288	436,878	1,276	429,371	1,276	429,371
Silk.....	1,183	1,131,382	1,539	1,238,029	1,501	1,008,756	1,501	1,008,756
Flax.....	969	146,456	1,231	208,245	700	138,855	1,012	1,012
Miscellaneous.....	624	51,075	1,380	101,664	1,567	63,177	1,510	72,186
Total.....	2,650	2,968,149	3,929	4,933,667	5,293	3,150,079	4,216	1,159,294
Entered for consumption.	9,071	2,948,018	13,520	4,441,421	5,991	2,150,775	10,122	3,644,234
Total on market.....	11,721	3,650,167	17,749	5,366,928	9,224	2,965,874	14,438	4,305,538
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool.....	357	130,968	702	307,100	363	142,313	773	311,456
Cotton.....	712	235,769	1,288	436,878	1,172	371,346	1,864	605,787
Silk.....	1,177	1,131,382	1,539	1,238,029	1,272	1,183,947	1,601	427,711
Flax.....	578	124,966	1,278	219,631	684	138,432	1,514	267,008
Miscellaneous.....	420	43,817	766	109,173	977	68,323	2,352	1,04,083
Total.....	2,944	179,872	4,334	1,815,504	3,468	368,995	7,197	1,740,088
Entered for consumption.	9,071	2,948,018	13,520	4,441,421	5,991	2,150,775	10,122	3,644,234
Total at the port.....	11,315	3,667,890	18,174	5,766,925	9,459	3,047,170	17,249	5,393,311

Miscellaneous.

W. W. Farmer,
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No. 7 Wall Street.

Railroad, Mining, and other Stocks, Bonds, etc., bought and sold on Commission.
E. A. MAURIAC, Member N. Y. Stock Exchange.
SYDNEY BISHOP. **M. M. HOWLAND.**

WALSTON H. BROWN. **FRED. A. BROWN.**
HERBERT P. BROWN.

Walston H. Brown & Bros

BANKERS,

No. 20 Nassau Street, New York.

SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF
RAILROAD SECURITIES.

Simon Borg & Co.,

No. 8 WALL STREET, NEW YORK,

DEALERS IN ALL KINDS OF

Railroad and Investment Securities.

SOUTHERN SECURITIES A SPECIALTY.

WM. M. EARL, **A. H. DAYTON,** **GEO. H. STAYNER**
 Member N. Y. Stock Exch. Special.

Earl & Dayton,

BANKERS AND BROKERS.

55 TO 59 DREXEL BUILDING,

NEW YORK.

STOCKS AND BONDS BOUGHT AND SOLD
STRICTLY ON COMMISSION.

Bank Statements.

REPORT OF THE CONDITION OF THE
CONTINENTAL NATIONAL BANK OF
NEW YORK, NEW YORK, in the State of New
York, at the close of business December 30, 1882.

RESOURCES.
 Loans and discounts.....\$4,976,498 40
 Overdrafts.....4 37
 U. S. bonds to secure circulation.....749,500 00
 U. S. bonds on hand.....10,000 00
 Other stocks, bonds and mortgages.....225,454 90
 Due from other national banks.....180,445 95
 Due from State banks and bankers.....94,175 81
 Banking house.....\$385,000 00
 Other real estate.....200,000 00
 Premiums paid.....585,000 00
 Checks and other cash items.....47,302 31
 Exchanges for Clearing House.....8,400 43
 Bills of other banks.....3,214,563 73
 Fract'l paper cur'cy, nickels & pennies.....28,473 00
 Specie.....7,195 97
 Legal-tender notes.....1,543,265 35
 Redemption fund with U. S. Treasurer (5 per cent of circulation).....121,829 00
 Total.....\$11,788,418 72

LIABILITIES.
 Capital stock paid in.....\$1,000,000 00
 Surplus fund.....300,000 00
 Undivided profits.....119,823 71
 National bank notes outstanding.....646,150 00
 Dividends unpaid.....6,752 50
 Individual deposits subject to check.....3,447,729 39
 Demand certificates of deposit.....2,182 76
 Accepted checks.....2,805,365 21
 Cashier's checks outstanding.....32,000 00
 Due to other National banks.....2,487,521 95
 Due to State banks and bankers.....1,063,359 26
 Total.....\$11,788,418 72

State of New York, County of New York, ss:
 I, FRED'K TAYLOR, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

FRED'K TAYLOR, Cashier.
 Subscribed and sworn to before me this 10th day of Jan., 1883.
ALFRED H. TIMPSON, Notary Public, New York Co.
 Correct—Attest: **WILLIAM TURNBULL,** **WILLIAM D. MORGAN,** **JOHN T. AGNEW,** } Directors.

REPORT OF THE CONDITION OF THE
REGALATIN NATIONAL BANK, AT
New York, in the State of New York, at the close
of business, December 30, 1882.

RESOURCES.
 Loans and discounts.....\$2,961,512 75
 Overdrafts.....13 80
 U. S. bonds to secure circulation.....890,000 00
 Other stocks, bonds and mortgages.....325,000 00
 Due from other National banks.....66,071 23
 Due from State banks and bankers.....9,333 75
 Real estate, furniture and fixtures.....29,000 00
 Current expenses and taxes paid.....14,945 54
 Checks and other cash items.....188 87
 Exchanges for Clearing House.....2,777,214 16
 Bills of other banks.....33,000 00
 Fract'l paper cur'cy, nickels & pennies.....35 96
 Specie.....513,905 85
 Legal tender notes.....115,428 00
 Redemption fund with U. S. Treasurer (5 per cent of circulation).....40,000 00
 Total.....\$7,858,568 75

LIABILITIES.
 Capital Stock paid in.....\$1,000,000 00
 Surplus fund.....300,000 00
 Undivided profits.....615,722 06
 National bank notes outstanding.....767,500 00
 Dividends unpaid.....1,325 00
 Individual deposits subject to check.....2,484,529 64
 Demand certificates of deposit.....2,974 50
 Accepted drafts.....2,064,084 39
 Cashier's checks outstanding.....294,165 55
 Due to other National banks.....266,075 55
 Due to State banks and bankers.....42,199 90
 Total.....\$7,858,568 75

State of New York, County of New York, ss:
 J. ARTHUR W. SHERMAN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

A. W. SHERMAN, Cashier.
 Subscribed and sworn to before me this 10th day of January, 1883.
H. L. BRAYNARD, Notary Public.
 Correct—Attest: **A. H. STEVENS,** **A. ROOSEVELT,** **THOMAS DENNY,** } Directors.

REPORT OF THE CONDITION OF THE
NATIONAL BANK OF THE REPUBLIC,
at New York, in the State of New York, at the close
of business December 30, 1882.

RESOURCES.
 Loans and discounts.....\$4,080,461 04
 Overdrafts.....100 00
 U. S. bonds to secure circulation.....1,250,000 00
 Other stocks, bonds and mortgages.....106,000 00
 Due from other national banks.....670,770 04
 Due from State banks and bankers.....68,167 73
 Real estate.....461,000 00
 Current expenses and taxes paid.....41,771 39
 Checks and other cash items.....34,225 66
 Exchanges for Clearing House.....3,294,720 43
 Bills of other banks.....20,949 00
 Fract'l paper cur'cy, nickels & pennies.....115 00
 Specie.....154,648 45
 Redemption fund with U. S. Treasurer (5 per cent of circulation).....50,500 00
 Due from U. S. Treasurer, other than 5 per cent redemption fund.....5,500 00
 Total.....\$10,699,212 12

LIABILITIES.
 Capital stock paid in.....\$1,500,000 00
 Surplus fund.....500,000 00
 Undivided profits.....1,194,550 00
 National bank notes outstanding.....13,063 00
 Dividends unpaid.....1,194,550 00
 Individual deposits subject to check.....3,301,297 66
 Demand certificates of deposit.....2,103,296 59
 Certified checks.....16,840 55
 Cashier's checks outstanding.....912,273 51
 Due to other national banks.....792,544 17
 Due to State banks and bankers.....
 Total.....\$10,699,212 12

State of New York, County of New York, ss:
 I, E. H. PULLEN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

E. H. PULLEN, Cashier.
 Subscribed and sworn to before me this 8th day of Jan., 1883.
N. R. SANBORN, Notary Public, Kings Co.
 Correct—Attest: **JOHN T. CRANE,** **WM. H. GILSON,** **H. W. FORD,** } Directors.